

FOREST SAFETY News



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Safety is Good Business

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FEATURE STORY:

HEMS saves lives and money

- **Faller with serious spinal injury in recovery**
- **First forestry mission by TEAAM**

To protect the privacy of the faller, Forest Safety News is not publishing his name. We wish him well and thank him for sharing his story.

On October 19, 2018 a faller working on a right of way in Sloquet Creek in the Sea to Sky Corridor, was severely injured when he was struck by a rotten 60 foot fir tree, more than 10 metres away from where he had just felled a large maple tree, five seconds earlier.

"I remember October 19 was a beautiful day and it was between 10 and 10:30 am. I was in good second growth. A mix of fir, cedar and maple in a steep gully area and had my day planned out. It was a dense stand and there were a lot of snags (dangerous trees) so I was paying a lot of attention, taking my time, assessing and planning" said the faller.

"I fell a maple, went up my planned escape trail, watched the canopy, see the maple bounce up from hitting the forest floor, then boom. I was slammed to the ground. My saw was knocked out of my hands, my mic ripped off my suspenders and my hardhat thrown off. I was face down, just gasping for air and seen blood dripping off the tip of my nose. I was trying to squirm and reach the kill switch on my saw because the noise was really bugging me, but my back hurt so much and I just couldn't get to it. I thought that maybe I could crawl out but I couldn't. I couldn't really move and I knew something was wrong."

He managed to take off his wedge belt to access his radio and call for help. He estimates about seven minutes after being struck.

In the meantime, within earshot, but some distance away, uphill, his bullbucker and foreman were discussing work, aware of the faller's chainsaw. They had both seen the top of the large maple fall and shortly thereafter

Squamish-based Technical Evacuation Advanced Aero Medical Society (TEAAM) in flight in a Blackcomb helicopter. (From left) TEAAM member, Paul Windsor, TEAAM president, Miles Randall, and TEAAM vice president Jordan Lawrence.



Welcome to the February 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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HEMS saves lives and money

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the top of the fir tree, but hadn't thought too much of it at the time. Minutes passed and then they heard him on the radio asking for the bullbucker. As soon as they heard the faller's voice they knew something was up. What, they didn't know, but his voice conveyed something was wrong.

Adrenaline kicked in, radio communication peaked and soon a whole crew was on the move to get to the injured faller knowing only he was conscious and in trouble.

"I was cold and in a lot of pain. Then I heard people calling my name, getting closer, I tried to yell as much as I could but even that hurt. It was so surreal, seeing face after face staring down at me, hearing voices talking, some talking to me and others talking to each other deciding on the best next steps to get me out ... what if we cut down that tree, what if we do that, what if we do this ... while first aiders started doing an assessment of my injuries, giving me oxygen, putting blankets on me and putting me on a spine board, telling me to stay still, stay still. I was in a lot of pain and so cold I just wanted to close my eyes ... and the first aid attendant kept telling me to stay with him, to stay awake, to stay with them ... and all I could think of was I want to go home ..."

"Then I heard the helicopter and saw a guy in red. He gave me a shot of morphine and all my anxiousness and panic went away," said the faller. The faller had sustained a very serious spinal injury – burst fracture, several broken ribs and multiple lacerations. Immediate advanced medical support was critical, and every minute mattered.

Good ERP means a workable plan for the worst case scenario

Less than three weeks earlier, the faller's employer, Lizzie Bay Logging, had signed up as a patron of Squamish-based Technical Evacuation Advanced Aero Medical Society (TEAAM), an advanced life support Helicopter Emergency Medical Services (HEMS) non-profit that responds to remote wilderness and industrial settings outside of the current scope and capability of the British Columbia Ambulance Service. One of Lizzie Bay Logging's neighbours, a local run of river power entity, Innergex, had told them about TEAAM and that they had signed up to be a patron, and thought Lizzie Bay might want to consider that option too.

Patronage means that for an annual fee of \$100 a year per high-risk worker (\$3,600 / year in the case of Lizzie Bay Logging), if an employee needs a helicopter evacuation, there is one call to make to TEAAM. The most suitable helicopter from the Blackcomb fleet (20 to choose from including long-line and hoist capabilities) is deployed along with two suitably qualified and highly experienced

helicopter extrication and medical trauma paramedics, doctors and nurses, using the latest technologies. *(Editor's note: there are less than a handful of private medical helicopter services available in the province trying to find a sustainable operating model to fill the void created by a lack of suitable publicly-funded HEMS services for remote workers, residents and communities in BC.)*

Lizzie Bay Logging sees its annual investment in TEAAM as insurance. "We hoped we would never have to use it, but knew that if something happened – as it did – we would have the right resource in place to potentially help save a life and/or ensure that an injured worker accessed the most appropriate advanced medical care in the fastest time possible," said Sandy Cochran, Occupational Health and Safety Manager for Lizzie Bay Logging. He said that fallers had provided feedback prior to their TEAAM arrangement that it would be challenging to pack a guy out and that TEAAM offered solutions that might work well for their settings.

The firm reviews its ERPs regularly, and hot pink laminated 8x11 sheets are a big part of both orientation and review training which show step by step what to do for any emergency situation and specifically what to do for heli- and non-heli-extractions.

Research and experience fully supports that the faster, the smoother a patient's access or transfer to appropriate care, the better the recovery, long-term prognosis and the best use of tax and other dollars in securing the lowest total costs in health care, support, lost revenue and lost production. Then there is the all important human cost – the pain, the physical and mental healing and impacts on the patient, his family, friends and community. Everyone wins when people receive the most appropriate care in the most appropriate timeframe.

"Every worker deserves to go home safe every day and when something happens to them, they need to know, people have their backs and will get them the best care possible as quickly as possible in the safest manner possible," explained the injured faller. "I am very grateful for the treatment I received and know that it has and will continue to make a difference in my quality of life and the length of my recovery. I really believe every worker in BC who works in high risk environments needs to have the peace of mind that if something does happen, they are going to be well taken care of."

"A lot of our employees and contractors and their family members have told us how much they appreciate that we have the TEAAM patronage in place. We have received a lot of thanks and comments that it brings our employees' families a great deal of comfort

and confidence that in a worst case scenario, their loved one is going to be well taken care of. It would be a really good thing if every worker in BC could go to work every day and have that same peace of mind," said Sandy. "Miles and the TEAAM crew are absolutely awesome. I like that we make one call to them so no-one is confused when help is needed," he said. "It is fair to say that it is extremely rare to see anyone with the kind of spinal injury our faller sustained come away without neurological damage and/or paralysis. I have no doubt that the best possible outcome was achieved because of the initial efforts of our crew and most importantly the TEAAM service," said Sandy.

Following the incident, Lizzie Bay Logging conducted a review of their emergency response, both internally and with Miles from TEAAM, to evaluate what was done well

and identify possible improvements to the plan and process. One outcome of this review is that Lizzie Bay Logging now provides TEAAM with geo-referenced maps of new cut blocks at the pre-work planning phase.

These maps can be pre-installed into TEAAM's navigation tablets. This simplifies the process of location identification and provides the responders with a wealth of information about the setting.

About keeping TEAAM on call, Sandy says: "It is a no-brainer for us, the peace of mind knowing that TEAAM is able to respond to an emergency so quickly and so well-equipped is worth every penny to Lizzie Bay Logging."

TEAAM has been operational since July 2018, and the October 19 call was their first forestry HEMS response.

TEAAM president, Miles Randell, said the call came in on TEAAM's emergency contact number and then the loggers also called his personal cell. Call info was collected on an 8 Line Medevac Request form which helped inform which aircraft got prepared and dispatched. "I was already at the base and the briefing to TEAAM members was performed via phone while one of the aircrew was driving to the base. "We knew the faller had suffered a serious back injury after being struck by a log in a remote logging site. We were provided the injury type, location, on site radio frequency and the contact person prior to launching," said Miles.

TEAAM launched with one pilot and an aircrew of two advanced life support paramedics, one of whom was Miles, who has 21 years of paramedic experience and 28 years of search and rescue (SAR) experience. The other medic, John Willcox, has 37 years of paramedic experience and 35 years of SAR experience.

"Time from initial call to launch was 35 minutes as one air crew member had to respond from home as we are currently on an on call basis. The flight was 30 minutes in duration and we had fueled the aircraft to allow us to fly direct to Vancouver if required," explained Miles.

He said that as the aircraft neared the site, the logging crew on scene requested they not fly



One of TEAAM's training sessions.

close to the injury site until they had assessed and mitigated any overhead hazards. "We jointly determined that we could put down on a freshly cut road close by and walk in. The aircraft type we use, although twin-engined, is small enough to land in tight spaces if a hoist or longline rescue isn't appropriate as in this case."

Lizzie Bay Logging crew and first aiders did excellent job

"The logging crew and first aid attendants had done an absolutely excellent job of initial care, putting a collar on the faller and positioning him lateral on a spine board with blankets to keep him warm. We assessed the patient, started an intravenous medication port and administered medications to control his pain, and nausea, and control his blood pressure. We then provided warmth with heating blankets and positioned him on a vacuum spine board to better immobilize him while keeping him comfortable and warm," said Miles.

"It took eight burly dudes to carry me out, with a couple of breaks, and I am 160 pounds, even with the morphine it was quite painful. Once we got to the helicopter they moved me onto another board – it vacuumed around me and was real snug, they then administered more drugs. Let me just say there is a time and a place for the right drugs and this was it, all the pain and everything went away. I was beginning to feel much more comfortable to say the least," said the faller.

Miles said that time on the scene was prolonged due to "access and egress time on foot, 20 minutes for treatment and 40 minutes for the stretcher carry and pre-flight reassessment (blood pressure, ECG, pulse oximetry, ultrasound etc.) and packaging".

En-route, the TEAAM crew continued hypothermia care, pain control and vital sign monitoring, ensuring the faller's blood pressure was maintained within appropriate parameters for his spinal cord injury. "We utilized medication strategies that both controlled his pain, sedated him, and maintained a safe blood pressure for his injury type," explained Miles.

"We flew him to meet a BCAS air ambulance at Squamish Airport. Once we transferred care to BCAS he was flown to VGH for trauma care, including surgery," said Miles.

Text book HEMS rescue cut six hours off transportation

Reflecting on the response, Miles said it "was a textbook case to show the need for HEMS and advanced life support in remote worksites. We cut six hours off the patient's transport time versus traditional ground responses. We also provided two-on-one patient care en-route, ensuring optimal medical care in flight."

Why time and quality of transfer matters

The faller's injury type often results in paralysis due to injury aggravation during extrication and transport. "There is a very high likelihood that the traditional extrication and lack of advanced spinal injury management would have resulted in paralysis for this patient," explained Miles.

"In this case, we resolved his pain, managed his hypothermia, and ensured safe and rapid transport to a trauma center. This resulted in his rapid access to surgery, letting him leave the hospital without paralysis, and eventually will allow him to return to normal life and work."

"Life altering injuries like paralysis mean firstly a life forever changed and secondly WorkSafeBC and the BC health care system would spend \$10,000,000 for care over the duration of the rest of his life," said Miles. Compare those costs with the mission costing the employer the annual patronage fee and the actual extrication of just under \$5,000 and the estimated healthcare system cost of \$100,000.

For TEAAM, this mission was "an incredible experience." "We got to help a worker in need. Patient care is what drives us and knowing the impact we had on this faller's life is second to none. We not only received messages from the patient, but also from loggers' wives on our social media that honestly made the challenges of building this program so worthwhile," said Miles.

TEAAM has spent the past couple of years working really hard to prove the concept. This rescue adds more proof that proper HEMS makes a real difference, both in patient care outcomes and financially to all parties involved.

"It was an absolutely incredible feeling to see a life's dream come to fruition at the same time as giving an injured worker his best possible chance of walking again," said Miles.

Surgery took place the following morning. "I think one of the longest waits was in the hospital. I had to have two scans – a CT and an MRI – and they couldn't let me eat or drink and at that time I was really thirsty and hungry. All they let me do was lay still, breathe and stare at the ceiling. I just remember them asking me so many questions about whether or not I was claustrophobic."

"Later that night I was told I would be having surgery the next morning. I was in shock. At that point I didn't think I was that badly injured." Through the drugs that were providing him some relief, he says it was weird being in a large hospital emergency room on a Friday night. Sleep was impossible. He had a blindfold on and all he could hear were distorted noises and voices of a major city's very busy Emergency Room operating in a peak period.

His surgery proceeded and he spent several more days in hospital before being released. "Looking back, I am thankful for the treatment I received and that I work with a good crew. We had just watched a video a couple of weeks before about the TEAAM service and while we all know that we have an ERP, we never expect to have to use it. We have tight-knit crew who all live and recreate nearby in the same place and you see them around town. I really feel because of that we do have each other's back more than most."

What is the future?

The injured faller is taking one day at a time. He is realistic about his recovery goals. While he wishes for a fast track button, he is committed to working hard to regain the strength and stamina needed to head back and do what he loves – falling and being outdoors.

His best advice to all other fallers after his incident is simple: "We have to be humble and stay humble and always be vigilant. Make sure you work for employers that have proper ERPs in place if something goes wrong ... because shit happens. I wouldn't wish what I have been through on any faller," he said. "But the whole TEAAM thing is pretty awesome, from the ability to administer drugs to reducing time to the hospital to full trauma care."

TEAAM is slowly gaining support from industry. The company's first patron, Innergex, provides enough funding annually to pay TEAAM's insurance. Other patrons who have signed up are from logging, silviculture, energy and adventure tourism. "We do, however, need much more support to have staff and helicopters available for the rapid response times we intend to achieve," said Miles.

The long-term plan is to build enough of a patron base that TEAAM does not need to

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HEMS saves lives and money

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generate a bill for a mission. Ultimately they would like to establish five bases across the province to ensure province-wide coverage. From their Squamish base – weather permitting – they can already cover a huge swath of the province within 60 minutes flight time, allowing them to reach as far as Tofino, Princeton or Williams Lake and return to trauma hospitals without refueling. “We can travel much further if we refuel, as our aircraft can average 2 hours 20 minutes flight time prior to refueling,” explained Miles.

WFCA is a supporter of the program

“The Western Forestry Contractors’ Association (WFCA) has been a huge supporter of our program. They are helping us to secure more patrons,” said Miles.



Western Forestry Contractors’ Association executive director, John Betts.

WFCA’s executive director, John Betts, said there had been long-standing interest in services like TEAAM because “we feel we have exposure, a great vulnerability, given the remoteness of our worksites, and being a long way from help.”

“I think getting advanced medical services to anyone injured where they are injured is the model of healthcare for the future. It makes a lot of sense. One is seeing it happen in other parts of the world even in cities like London. If you’ve had the experience of being badly injured, the last thing you want is to suffer further injury and additional negative consequences because you faced delays in receiving appropriate treatment, no matter where you are injured. For us on remote worksites, it is even more challenging because being bumped around on uneven terrain and

along rough roads for hours is not conducive to good patient outcomes. We would like to see services like TEAAM become the industrial standard across the province,” John said.

TEAAM has also had great support from charity donations from TB Vets for equipment and training, volunteer time from staff (as currently they only receive pay when on a mission), as well as from Blackcomb Helicopters which supplies training for the crews and equips the helicopters with stretchers, hoist and fixed line equipment, the medical industry who have provided significantly expensive equipment as they see the need for the service and want to support it, and of course industries who are seeing the benefits.

The Canadian Forces Joint Rescue Coordination Centre (JRCC) also uses TEAAM as an asset for closest available response, and highest level of medical care if required. “Being an asset to JRCC is a huge honor and one of our board members is a retired Canadian Forces SARTech which lets us align training and response capabilities,” said Miles.

Just the kind of HEMS response Forestry Safety Ombudsman believes every BC resident deserves

The BC Forest Safety Ombudsman, former provincial cabinet minister, logger and faller, Roger Harris, conducted a special investigation published in 2016 on HEMS (see: http://www.bcforestsafes.org/files/HEMS_Report_jan31.pdf) and called on the government for significant improved access to HEMS in all remote communities across BC so that TEAAM-like services are accessible to all injured workers and residents in remote communities or on remote worksites.

Endorsed by the Union of BC Municipalities, his report was then reviewed by the BC Government. The official response from the Ministry of Health was the following:

“BC Emergency Health Services (BCEHS) and the Ministry of Health both understand the importance of providing emergency care when and where it is needed, while keeping emergency services staff and patients safe in the delivery of that care. Although distance, weather and a number of other factors can affect emergency response, air ambulances are dispatched according to the care needs of each patient, and the level of urgency required.”

TEAAM has received charity donations from TB Vets for equipment and training as the sign (left) says on the helicopter: “TB Vets: arming frontline medical heroes.”



“In June 2017, the BCEHS started utilizing a fixed-wing air ambulance based in Fort St. John to better serve north-west communities, enabling long distance emergency transports to the major trauma facilities in Kelowna and Vancouver. In August 2017, BCEHS announced that the contracted provider for three of its four dedicated helicopters will be adding night vision technology. It is expected that this technology when installed next year will mean at least 140 more patients a year can be transported via helicopter.”

“BCEHS provides excellent pre-hospital and patient transfer care by air, and has implemented training for all front-line staff on how to approach high-risk remote situations. Search and Rescue (SAR) operations are the responsibility of more than 80 SAR volunteer groups across the province. These groups maintain the requisite skills, equipment, and other resources to access remote locations that BCEHS paramedics are not able to. BCEHS coordinates with SAR groups to transport patients from remote areas to care facilities. WorkSafeBC requires employers operating in remote areas, like those operating commercial enterprises in the logging, mining, fishing and ski resort sectors, to be responsible for transporting out patients injured in remote locations.”



BC Forest Safety Ombudsman, Roger Harris.

Speaking at a recent Falling Technical Advisory Committee (FTAC) meeting in December 2018, Roger said that British Columbians should be outraged about the current status of HEMS in our province. He said that the extrication experience shared above is exactly the type of service every resident should be able to depend on – for the best outcomes at the least cost both human and monetary. “Compare the \$8,600 (the patron and mission fees) against what the actual treatment and rehabilitation costs would have been for a paraplegic outcome, it would have cost the healthcare system millions of dollars. The greatest disappointment is that the government won’t even take the time to investigate the cost benefits of providing a service that many jurisdictions nationally and internationally take for granted.”

Update: The BC Forest Safety Council is presently working with Roger Harris to develop a strategy to engage mining, oil & gas, and transportation sectors to determine if there is a collective interest to consider a funding model to support HEMS. Part of this strategy will involve approaching WorkSafeBC and the Ministry of Labour to determine if there is an appetite to contribute financial support for a resource sector HEMS pilot to determine the viability for a HEMS model in the BC resource sector. 🌲



MAG shares best practices for mobile equipment-pedestrian interactions

Industry's Manufacturing Advisory Group (MAG) is in the process of rolling out best practices for all manufacturing plants to consider, review, adapt and use in workplaces where there are mobile equipment-pedestrian interactions.

According to different study statistics sourced between 2007 and 2015 in the USA and North America, someone dies in a forklift related incident every three to four days.

The best elements of any safety management system include policy, safe work procedures, engineered solutions to support better safety outcomes, training, coaching, compliance and regular communications reinforcing the importance of compliance to keep everyone safe.

MAG identified the opportunity to collectively share best practices in 2017 and with additional input and support from Canfor, worked on the development of a best practice tool kit that includes an audit document for sites to do their own specific site risk assessments to tailor safety solutions best suited to their unique work spaces.

Detailed resources from this initiative, led by MAG member and Canfor Safety Manager Wood Products Operations, Matt Franks, may be viewed, downloaded and customized here: <https://www.bcforestsafesafe.org/node/3228>.



Screenshot of the resources available at <https://www.bcforestsafesafe.org/node/3228>.

"There is no competition in safety. When we collaborate and share best practices, we all benefit," said Matt. "We look forward to feedback on this initiative as it will help shape development of other best practice resources that all industry participants can use, to help ensure continuous improvement in safe performance." 🍎

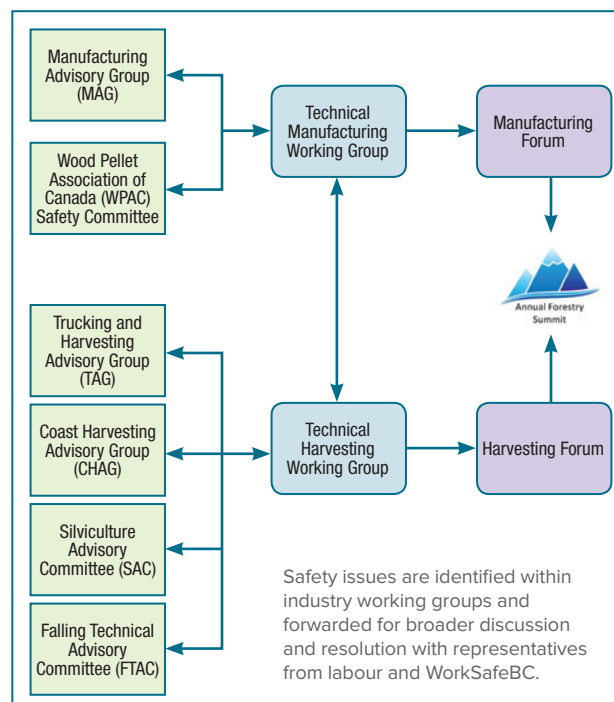
Forestry Industry Forum allows for improved collaboration, better safety outcomes

Industry via the Manufacturing Advisory Group (MAG) worked with WorkSafeBC and the BC Forest Safety Council (BCFSC) to develop a framework for what improved collaboration could look like, focusing on the shared goal of achieving a safer industry, and eliminating fatalities and serious injuries.

The result was the creation of the Forestry Industry Forum to provide an effective mechanism between the BC Forestry industry and WorkSafeBC to address emerging issues, build a stronger working relationship, provide efficiencies for resolutions and communications, and improve safety standards and performance.

Framework

To better identify safety issues within the Forestry sectors, two Technical Working Groups were set up in 2018 to represent BC's Harvesting and Manufacturing interests, respectively.



Safety issues are identified within industry working groups and forwarded for broader discussion and resolution with representatives from labour and WorkSafeBC.

Each Technical Working Group consists of Safety Leaders from the respective industry safety advisory groups, BCFSC staff, Labour and WorkSafeBC. Industry safety advisory groups identify issues and concerns to be raised at the quarterly Technical Working Group meetings.

A BCFSC representative provides support, logistics and other planning required to each

Technical Working Group to help ensure that all required activities are completed as planned.

Each industry safety advisory group has identified members to participate and depending on the topic might have additional subject matter experts attend the quarterly meetings.

WorkSafeBC representatives have been selected from three departments: Industry and Labour Services, Field Prevention Services, and Prevention Practices and Quality.

Labour is represented through SAFER and SHARP, and those organizations have identified members to participate in both Technical Working Groups.

Topics so far

Three meetings were held in 2018.

Harvesting topics to date have included fatigue, load securement, self-loading truck guarding and phase congestion and manufacturing topics focused on safeguarding, high risk strategy updates, wood fibre storage, first aid and post-traumatic stress, processing fire-damaged wood and process safety.

Meetings have been scheduled for 2019 as follows: <http://www.bcforestsafesafe.org/node/3092>

Bottomline

"We believe that more heads are better than one. With considered input from all stakeholders and working together collaboratively to find the best solutions, we will be closer to making sure that every worker goes home safe at the end of each day. That is our shared goal. And, if we remain focused on that, we can achieve anything. We

believe that with the willingness WorkSafeBC has demonstrated to hear industry and labor's input – and really listen – we will all make better decisions going forward," said Rob Moonen, BCFSC CEO.

To view the terms of reference see: www.bcforestsafesafe.org/files/Forestry%20Industry%20Forum%20Terms%20of%20Reference.pdf 🍎



Work-Related Deaths & Injuries



2018 year in review and look ahead

By Rob Moonen,
BC Forest Safety Council CEO

January is the month of resolutions where we commit to getting in better shape and start eating healthier, all in the name of self-improvement.

Supporting this theme, the forest industry has continued to demonstrate new levels of self-improvement in worker safety.

Over the last two years, positive progress has been made on a number of fronts. In 2017, the overall harvesting injury rate was 4.7 which is the second lowest injury rate on record. 2009 was the only year with a lower injury rate of 4.2, which was strongly influenced by the 2009 financial crisis and record low harvest volume of 51.7 million m³. The injury rate for manual tree falling was 22.7 in 2017 and also represents the second lowest injury rate on record behind 2009's rate of 18.8. While still very high, industry's continued focus on manual tree falling is generating positive results. (Note: Injury rates for 2018 will be available in Q2 2019.)

In 2018, there were three direct harvesting work-related deaths. While this number represents the lowest number of work-related deaths on record, it also represents three individuals that did not make it home to their families. What these improvements demonstrate is that getting to zero work-related deaths is achievable.

Critical mass culture change point now being reached

The critical mass culture change point in the BC industry is now being reached to where discussion on the importance of reducing injuries to improve business results and to attract new employees occurs regularly in industry leadership and association meetings. The integration of injury reduction with good business process is also occurring. These efforts support the principle that injury prevention is most effective when the overall industry owns and leads the change.

2019 focus will be on log hauling and manual tree falling activities

Looking ahead in 2019, the BCFSC will be focusing its efforts on log hauling and manual tree falling activities. Between 2013 and 2018, these activities accounted for 60% of the total number of work-related deaths (26) and 50% of the total number of serious injuries in 2017. These efforts will include working with industry to support the use and implementation of the competency-based training, assessment tools and best practices developed by industry for industry.

Thank you for your efforts to support safety

On behalf of the BCFSC, I would like to thank you for your individual and collective efforts to ensure that everyone goes home at the end of every workday and wish you a healthy, safe and prosperous 2019! 🍀

2018 work-related fatality rate is lowest on record for BC forestry industry

September 20, 2018: On a resource road, a worker was repairing the front steering of his 1-ton truck when he was struck by the truck. See safety alert: <http://www.bcforestsafes.org/node/3195>

August 28, 2018: A log truck driver was fatally injured when the log truck he was driving overturned on a resource road in the Cranbrook area. See safety alert: <http://www.bcforestsafes.org/node/3182>

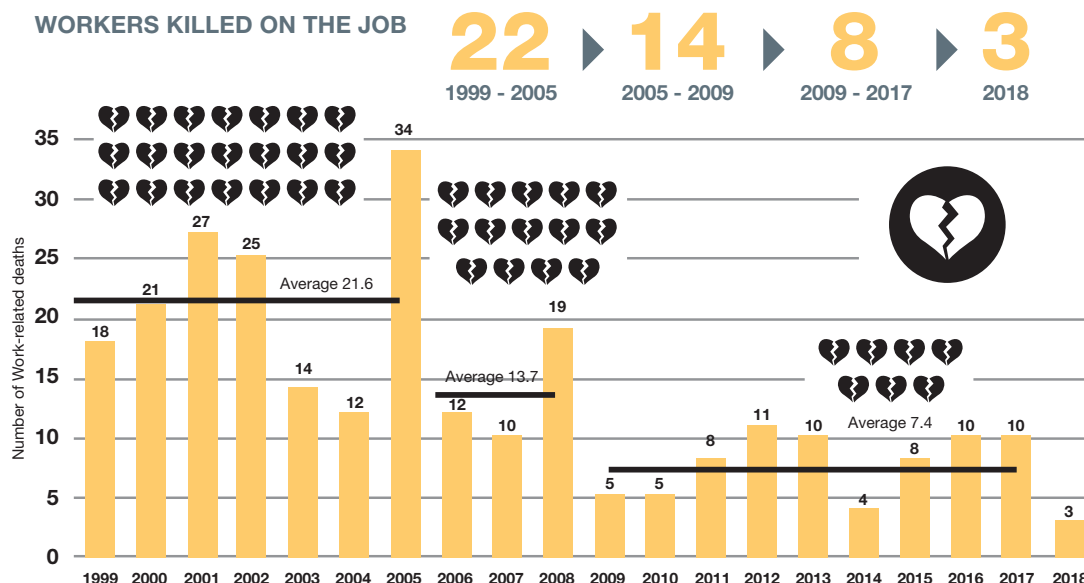
March 7, 2018: The driver of a loaded logging truck was fatally injured when the truck left the road and went into the ditch on the 100 Forest Service Road north of Fort St James. The impact caused the logs on the trailer to come forward, crushing the cab. See safety alert: <https://www.bcforestsafes.org/node/3087>.

The BC Forest Safety Council extends sincere condolences to the families, friends and colleagues of the deceased, and deepest sympathy to all those affected by these events.

- 3 work-related deaths in harvesting in 2018
- No work-related deaths in manufacturing in 2018
- One death is still too many
- Every worker must go home safe at the end of each work day

WORK-RELATED DEATH CLAIMS

WORKERS KILLED ON THE JOB



As of 2014, the work-related death claim stats reflect the fatalities that occurred during the calendar year. This information represents the number of work-related deaths by year in harvesting in BC, up till December 31, 2018. There have been no work-related deaths in 2019, as at January 10, 2019.

Recent work-related incidents reported to WorkSafeBC

The following sample of work-related incidents recently reported to WorkSafeBC may help you to prevent similar incidents in your workplace.

HARVESTING

Injury Type: Bruising, soreness

Core Activity: Dry land sort

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2018-Dec

A worker was strapping a bundle of logs when a log dislodged, striking and knocking the worker to the ground.

Injury Type: Fractured vertebra

Core Activity: Log towing / Integrated forest management

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2018-Dec

A tugboat was operating in log dewater/reload grounds when its mast contacted an overhead anchor cable under tension. The mast snapped and hit a worker on the deck of the tugboat.

Injury Type: Fractured leg, soft tissue injuries

Core Activity: Manual tree falling and bucking

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2018-Nov

A worker was falling a tree. As the tree started to fall and the worker was moving uphill to a predetermined safe location, the worker was injured when his leg slid into a hole. He was transported to a higher level of first aid by helicopter and then to hospital.

Injury Type: Concussion, lacerated hands

Core Activity: Log hauling

Location: Interior B.C.

Date of Incident: 2018-Nov

A loaded conventional log hauler experienced a mechanical failure as it was travelling on a forest service road. The compensator's camshaft pulled out of the trailer's reach, and the trailer detached from the tractor unit. As the log hauler travelled around a sharp corner, the tractor and trailer assembly separated. The load of logs slid off the trailer and struck a parked pickup truck, injuring a worker inside.

Injury Type: Close call

Core Activity: Logging road construction or maintenance

Location: Lower Mainland

Date of Incident: 2018-Oct

As a blaster was conducting a post-blast inspection, a blasting agent detonated on the surface of a muck pile. No injuries occurred.

Injury Type: Multiple injuries

Core Activity: Log hauling

Location: Interior B.C.

Date of Incident: 2018-Oct

A worker was operating a mobile crane when the crane boom dropped about 1 foot and struck the worker.

MANUFACTURING

Injury Type: Amputated fingers

Core Activity: Wooden component manufacture

Location: Northern B.C.

Date of Incident: 2018-Nov

A worker was clearing a jam in a planer when the worker's hand contacted an energized rotating cutting head.

Injury Type: Undetermined injuries

Core Activity: Sawmill

Location: Interior B.C.

Date of Incident: 2018-Oct

While performing clean-up duties inside a sawdust and shavings bin enclosure, a young worker was engulfed and buried to about head or chest depth. The worker was extricated by a co-worker.

Injury Type: Various injuries (17 workers)

Core Activity: Commercial bus, shuttle operations, or public transit / Sawmill

Location: Northern B.C.

Date of Incident: 2018-Nov

During a snowstorm, a chartered coach transporting sawmill workers to their workplace left the road and ended up in a ditch. 🚗



New MAG-SAFE audit tool launching in 2019

The BC Forest Safety Council (BCFSC) is pleased to announce a new safety audit specifically addressing the needs of forestry manufacturers in BC will be rolled out to industry in 2019. It will be known as the MAG-SAFE audit tool. The audit has been successfully piloted after 18 months of development, input and testing by the Manufacturing Advisory Group (MAG), supported by technical experts.

MAG companies recognized that WorkSafeBC's Certificate of Recognition (COR) program is effective in supporting the development and improvement of safety programs across multiple sectors in British Columbia, including the wood products manufacturing sector. However, MAG did feel that if the industry was to achieve further continuous improvement in safety performance, COR was no longer a high enough bar for sawmills in BC. MAG believes that using an industry audit tool that places greater emphasis on risk across the sector will better help secure meaningful improved safety performance.

"COR was first introduced to manufacturing in 2006, so MAG had 10 years of experience with the system. As MAG had successfully developed, tested and implemented an excellent dust audit tool – which allowed industry to achieve a 98% compliance rate in WorkSafeBC inspections – we felt MAG was in a strong place to ask ourselves how do we as an industry further improve safety in BC sawmills, and what do we need to do to get there," explained Matt Franks, MAG member and Canfor Safety Manager, Wood Products Operations. "The answer was developing an audit tool that could consistently, effectively and efficiently measure our sawmill safety performance particularly in high risk areas

that is also aligned with WorkSafeBC's high risk strategy," he said.

Building the new MAG-SAFE audit tool

MAG set up a project team with John Bulcock (Western Forest Products) as Project Champion to work with the BCFSC to build an audit that would enable them to maintain SAFE Companies certification, and allow them more flexibility to take a "deeper dive" into their high risk areas. The objective is to secure the most relevant measurement of safety management systems in a process-driven manufacturing environment, consistent with the high-risk strategy elements identified by both industry and WorkSafeBC.

"The MAG-SAFE Companies audit tool development was a collaborative process. We consulted and worked with MAG company representatives, BCFSC staff, subject matter experts, and experienced manufacturing sector external auditors," said Cherie Whelan, Director SAFE Companies. "We constantly analyzed, tested and refined the tool in repetitive cycles with the MAG project team providing us with direction and oversight on an ongoing basis to ensure that we built an audit that met MAG's objectives."

Principles applied to the new audit tool included:

1. Maintains third party certification by the BCFSC
2. Risk-based, moving away from a compliance based tool to a risk based audit program aligned with WorkSafeBC's High Risk Strategy

3. Increased audit activities focused on high risk areas and activities and increased emphasis on observations and interviews with less reliance on documentation

4. Increased efficiencies in auditing to add more value and minimize bureaucracy

- a. Integration into SAFE Companies existing programs to reduce administrative and bureaucratic burden while supporting continuous improvement of MAG safety management systems and safety culture
- b. Reduced auditing requirements with ability to focus on corrective actions for maintenance years (Alternative Maintenance Action Plan)
- c. Combustible Dust audit requirements are integrated into the new MAG-SAFE Audit cycle
- d. Audit program will be scalable and flexible so that it works for any size wood products manufacturing organization with equivalency considerations for employers with well-established audit programs.

The new audit consists of 10 Fundamental Elements and a rotation of High Risk Modules that are aligned with WorkSafeBC's High Risk Strategy. The table beside shows the management system elements and the first four high risk areas that will be part of the first 3-year audit cycle.

The new audit provides detailed instructions to the auditor on how to conduct and record the audit to ensure that the results are the best match to reality. For example, there are mandatory times of day and times of week to include in the audit that ensure night shifts (cleanup and maintenance), as well as weekday and weekend shifts to be audited. Other mandatory requirements include specific physical areas of the facility and target activities that must be observed.

MAG Audit Development Process



This diagram shows the activities that were part of the audit development process.

Different format of audit tool

The new MAG-SAFE audit tool is also in a different format, Excel, rather than Microsoft Word, allowing for auto scoring, graphs and statistics as well as multiple outputs best suited to diverse end-user needs – management, operations, safety officers, supervisors, JOHSC, etc.

A two-page PDF Executive Summary for Management includes a “heat-map” that shows where the operation did well and where additional energy and resources are needed to further improve safety performance overall. (See heat map sample below.)

There is also a six-page PDF Summary plus Corrective Action Log (CAL) for Operations; 100+ page PDF full report for Safety departments and auditors who want those details; Excel CAL for transfer to company’s safety management systems for their own tracking, and a full Excel file.

New scoring methodology

The audit focuses on tracking non-conformance rather than numeric score like the current SAFE Companies BASE 4 audit tool. The scoring methodology has timelines included for addressing non-conformances, and is geared towards driving continuous improvement of MAG’s safety management systems. Companies that have any major non-conformances will not become SAFE Certified until those issues are addressed. This is similar to the BASE audit concept of having every question need at least 50% to pass, and continues to move further above the COR requirement where a company can pass with only 50% of an element.

Pilot was successful

The audit was piloted at three sawmills in Q3-Q4, 2018 with positive experiences all round.

“Our Gorman Group Lumber mill in Westbank was the third mill to participate in the pilot and I couldn’t be happier with the audit process and rigor. This new audit launches off the foundation of historical safety program administrative findings through the previous audit processes, and without redundancy or constraints, focuses the auditor into the categorical areas where serious injury and fatality risks may be lurking,” said David Murray, Corporate Safety, HR and Environment Manager at Gorman Group.

“I am convinced that companies will get a lot of value out of this MAG-SAFE audit tool,” said Martin Ridgway, BCFSC SAFE Companies Supervisor, Quality Assurance who observed each of the pilot audits. “No previous audit tool has had mandatory requirements for the auditor to look at the ‘off’ shifts and the ‘back’ and ‘under’ sides of the operation. It takes the best practices of highly experienced auditors and how they approach the risks of company activities and transfers those methods to benefit all auditors and companies using the tool.”

MAG Safety Management System Elements

1	Leadership, Commitment and Communication
2	Effective Supervision
3	Safety Program Administration
4	Management of Change
5	Hazard Assessment & Control
6	Education, Training and Competence
7	Workplace Inspections & Monitoring
8	First Aid & Emergency Response
9	Investigation of Incidents and Occupational Disease
10	Contractor Safety Management

High Risk Modules

A	Work at heights and elevating devices
B	Safeguarding
C	Mobile Equipment Operation and Pedestrian Safety
D	Lockout

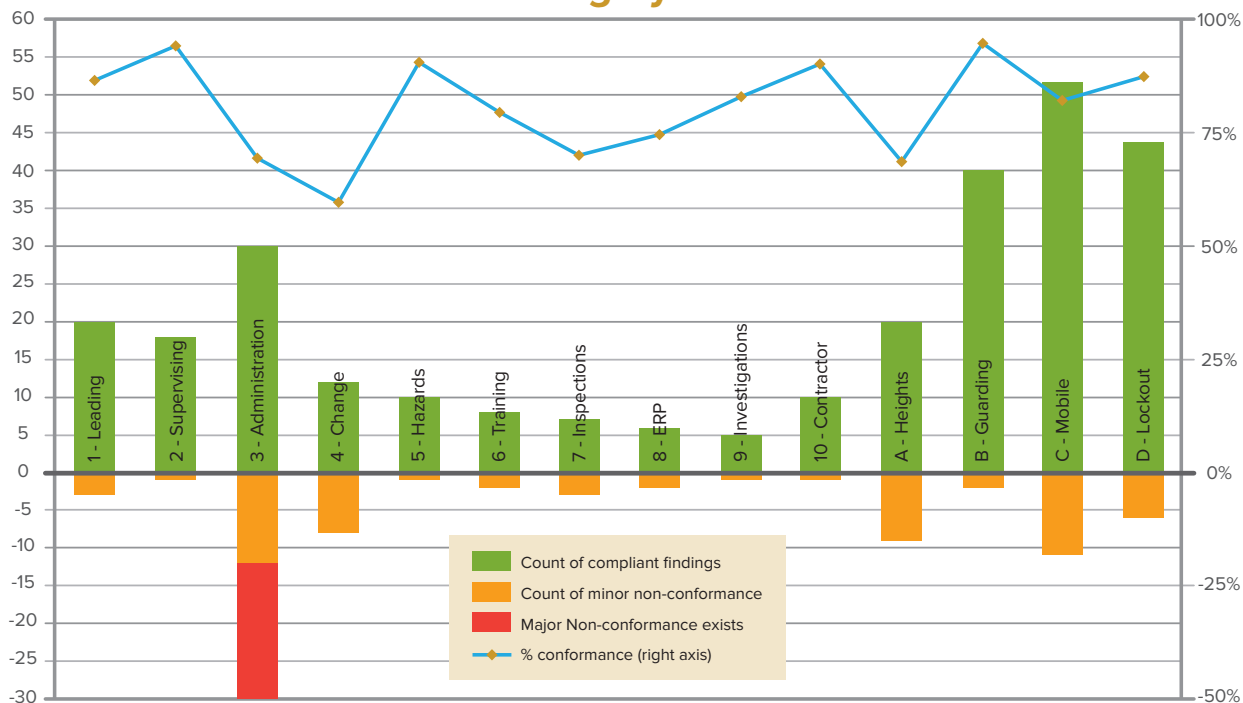
Next Steps

To help with the implementation and ongoing requirements of the MAG-SAFE audit program, the BCFSC has hired Bill Laturnus as a Senior Safety Advisor, Manufacturing, effective January 2019. He was one of the auditors who helped MAG develop and pilot audit the new tool.

“Bill’s experience is a tremendous asset to industry, specifically both his work on the new audit pilot as well as his work in the development and testing of dust audits,” said Cherie.

Bill will be working with the MAG-SAFE audit team to identify the skills, experience, and/or educational requirements that a MAG-SAFE auditor will need. Once this assessment is complete, the BCFSC will be sending out an Expression of Interest for auditors who would like to conduct these audits. Any interested auditors should check the MAG resource web page for updates in February and March. 🌱

Risk Rating by Element



Hypothetical sample of heat map graph.



NEW: Safety advisors share what they see & hear:

Roads and maintenance #1 concern

BC Forest Safety Council Safety Advisors spend many days each year in the field visiting SAFE certified companies, whether to do verification audits, assist with initial audits, or provide specific safety management system development and enhancement advice, tools and resources.

As a result, they gather a great deal of grass-roots information that collectively is representative of province-wide experiences and conditions. The safety advisors have agreed that there is benefit to sharing that information back with industry on a regular basis, twice a year.

The following raw comments were gathered at forestry operations during the second-half of 2018.

1. Observations

The good

- Overall good planning, layout and communication observed considering the amount of sorts and multi-phase activities.
- Some very good mentorship going on with the few young workers in industry.
- Seeing newer equipment, and new technology being implemented.
- Seeing some very good supervisors who understand the business and really care about their workers.
- An increase of daily journal use by supervisors.
- An increase in hazard reporting and communication.

The bad

- Contractors still asking for road standards and also enforcement of safety standards on roads.
- Some old, incorrect or no radio channel signage on some roads.
- Some companies are wishy-washy on SAFE requirement, particularly with log hauling.
- Some companies forced to accept sub-standard drivers due to a serious lack of qualified workers.
- Many FSRs in poor condition due to lack of maintenance.

2. Feedback

The worst

- Roads and road maintenance continues to be the number 1 complaint and safety concern from industry operators of all sizes of companies across the province. In some areas it is worse than others. Generally everyone is frustrated. Complaints include that the private company contracted to maintain the roads does nothing, not even when they are called and bad unsafe road conditions are reported to them.
- One FSR is so bad near Quesnel for example that operators have complained to the province and the contractor and nothing has been done. A safety advisor has written up the same FSR in a hazard report.

- Many BC Timber Sales area roads are in poor condition or not being upgraded. Contractors are repairing the roads at their own cost for the safety of their workers and log haulers.
- Slips, trips and falls are seen as the second biggest hazard after driving.
- The BCFSC is still seen negatively by some and certification as a bureaucracy they have to endure. Others greatly appreciate the service, help and support and appreciate the value of having safe operations.
- Need more operators and drivers to keep production going.
- Wildfires, wildfire response, beetle kill, lumber prices, fibre shortages, supply-demand chain and Canada-US-China relations seen as biggest threats to the whole industry.

Getting better

- In some areas, road conditions are improving when maintained by the licensee. Improvements are noted as being division-specific.
- GPS has helped reduce speeding significantly on certain routes.
- Increased usage of emergency communication devices such as satellite tracking/texting is being used more consistently.
- A summary of feedback from the first six months of 2019 will be shared in the August edition. 📄

WorkSafeBC updated COR policies, effective January 1, 2019

WorkSafeBC has approved new policies for the Certificate of Recognition Program (COR). No action is required by anyone participating in COR at this time as the policies are the top-level documents that guide the broad principles for WorkSafeBC, the Certifying Partners like the BC Forest Safety Council (BCFSC), companies and auditors involved in the program.

WorkSafeBC staff will now proceed with developing draft Practices, Procedures, Standards and Audit Tools based on these new policies. While timelines have not yet been announced by WorkSafeBC, the BCFSC intends to participate with other Certifying Partners as the operating documents are developed, and will keep all SAFE Companies regularly informed of progress and any future actions which may be required going forward. While

not all SAFE Companies are also COR certified, the coming COR changes may help some SAFE-only companies gain COR.

Please note that the new policies apply to all decisions made on or after January 1, 2019, except for financial incentive decisions relating to a violation of the Workers Compensation Act ("Act") or the Occupational Health and Safety Regulation ("OHSR") that occurred before January 1, 2019. Those cases will use the old interim policies.

For reference, to access WorkSafeBC's 14-page PDF document containing the policy changes, please see:

<https://www.worksafebc.com/en/resources/law-policy/board-of-directors-decisions/bod-20181122-01-cor-program?lang=en> 📄

A SAFE certified company has been decertified

In December 2018, the BC Forest Safety Council (BCFSC) decertified a company for submitting false and/or misleading information in their ISEBASE / SEBASE audit package. This is a rare occurrence with records indicating this is only the second time since the inception of the SAFE Companies program that such action has been taken.

The SAFE Companies Certification Program Terms and Conditions is Appendix A of the SAFE Companies registration form that all companies sign when they join the program. Item 2.3 states:

“No Participating Company will make or give any false or misleading representation,

statement of fact, or opinion to the BCFSC or to an auditor or in a SAFE Companies Program Registration Form, nor will it do so to a third party (including WorkSafeBC) about a matter relating to Certification. It will not omit to state a fact necessary to make or give its representations, statements of fact, or opinions accurate to the BCFSC, an auditor, or third party (including WorkSafeBC).”

While the exact details of the infraction and company name will not be disclosed for confidentiality reasons, the false and/or misleading information involved using the same operating records in two consecutive years with different dates on the forms.

As part of normal Quality Assurance, current and past audit submission histories are reviewed to allow for better safety improvement recommendations. The review can, however, lead to these rare circumstances where it is clear either false or misleading information is being submitted.

The company was given 45 days to provide a response including a full recertification audit without false or misleading information before their SAFE certification was removed. The company did not dispute the QA findings and chose not to provide any audit. Therefore SAFE certification was removed. 🚫

Simple ways to improve your annual SAFE Companies audit submission



By Stacey Sproule,
safety advisor and
trainer

Over the next few editions, we will look to share simple ways to help ensure your successful audit reporting. I am going to cover the basics of completing the audit tool, with all fields, forms and questions answered. This installment will cover some background and the company profile.

The small employer audit tool is 11 pages (<https://www.bcforestsafesafe.org/node/2650>) and the IOO audit tool (<https://www.bcforestsafesafe.org/node/2649>) is 6 pages long. These documents need to be downloaded from the BC Forest Safety Council website prior to each year's audit as these forms can change slightly from year to year. You want to ensure you are submitting the most current version of the documents for each annual audit submission. If you cannot access the forms, please call our office and we will send you one.

There is also an Explanation for both the IOO and Small Employers audits. These explanation documents are designed as a guide to assist anyone who isn't sure of what is required. These documents should not be used for an actual submission. There is also a video on how to complete your audit.

Background: your 12-month reporting period

Your audit consists of reporting based on your previous 12 months of operations (12 months prior to the annual submission date),

and therefore it is important to ensure all documents submitted are dated within that current audit reporting period. For example, if your audit due date is February 28, 2019, this would mean all supporting documents should be from the 12 months prior to the submission date, or from March 2018 – February 2019.

With the long summer wildfires over the past two years, many SAFE companies were given extensions until the end of Sept 2018 to get 2018 audits in. Don't let the date change confuse anyone. Remember the rule: your annual submission reporting months are always the 12 months prior to your submission date. For example, if your annual audit was due May 31, 2018 but you were given an extension and didn't submit your 2018 annual audit until the end of Sept 2018, your reporting months would be October 2017 – September 2018.

Company Profile

Both the IOO and ISEBASE / SEBASE audits start with a two-page Company Profile, which gives the company's operations, location, work activities, worker count monthly, and trained auditor, etc.

Current contact names, addresses, business numbers, cell numbers and email addresses open lines of communications with you. If there is ever a problem with your audit submission, we do our best to contact you immediately. Please list the most current information and if a change occurs, please let us know so we can update our records.

The Company Profile paints a picture for the rest of the audit. For instance, if you report in your Company Profile you have a Classification Unit (CU) number for 732044 or Log Hauling, then the audit submission documents must support this as your work activity. This is required for us to recommend your company for the COR rebate.

Classification Units in the Profile

A Classification Unit number or CU number is a six-digit number assigned to your work activity by WorkSafeBC, which determines the cost of the insurance coverage for each \$100.00 assessable payroll dollars. Your CU and insurance premium information can be found on your annual assessments letter issued to you by WorkSafeBC, usually in the late fall of each year.

If a company has been assigned more than one CU by WorkSafeBC, then in the Company Profile you list all of the CUs your company has, and just below that, which CUs you will be including in your annual reporting. In order to be eligible for COR, all CUs should have supporting documents present in the annual audit submission. You can report on fewer CUs than your WorkSafeBC account has been assigned, but this would also give you a lower COR rebate.

It is common for a WorkSafeBC account to have only one CU assigned to it, but the company participates in more than one work activity. For example, you may haul logs part-time for the winter months but are the owner /operator of a ranch fulltime. WorkSafeBC may have assigned you just the CU for Log Hauling, but in order to be eligible for the COR rebate, you need to report on both your log hauling and your ranch activities in your audit. This can be done by including the ranch work activities in the audit question where the company is asked to list all Safe Work Procedures associated with your work activities. i.e. Log Hauling, Steep Slope Descent, Mill & Dump Site, but also Crop Harvesting Operations, Animal Husbandry, etc.

Next Issue – Audit Contents. If you have any question about your audit submission, please call our office at toll-free 1-877-741-1060 and ask to speak to a Safety Advisor. We are here to help industry reduce the risk of serious injuries and fatalities. Part of that is helping you prepare your audit so you have effective safety systems to support you at work. 🚧



Falling

Decision coming in late Spring 2019 on whether fallercams are effective for evidence gathering in two scenarios



Field testing of fallercams continues prior to a decision being made this spring as to whether they are effective tools for evidence gathering for supervisor certifications and training.

A decision will be made later this quarter on whether fallercams are effective for evidence gathering by QSTs during CFS certification and for quality assurance of QSTs conducting the initial 30-days of new faller training.

"There seems to be some confusion that we are using them to audit fallers, but that's not true," explained lead safety advisor Scott Rushton.

He said that for the past six months he and fellow BC Forest Safety Council (BCFSC) falling safety advisors have been in-field

testing the technology for very specific uses in just two scenarios:

1. Supervisor to wear on day two of CFS certification and
2. Quality assurance of QSTs conducting training of new faller trainees.

"This all came about in response to the June 9, 2017, expiry of a BCFSC variance that had allowed the BCFSC QSTs to be within 2-tree lengths of active falling during day two of CFS certification and also to perform QST QA

during the 1st 30 days of new faller training," said Scott.

"To be able to continue to obtain the required evidence for these activities and be able to observe how the supervisor is interacting with his faller and how the trainer is interacting with his trainee it was suggested that the BCFSC try having the supervisor and trainer wear body cameras and take a short video. The video could be later reviewed by the BCFSC QST who could provide feedback and recommendations," he said.

In July of 2018 the BCFSC entered into a fallercam project plan with FPinnovations and lotatel Inc. to test the equipment and see if it would be effective for gathering the needed evidence. The BCFSC falling department was provided with a field kit which includes a camera, chest mount and tripod to use in the testing scenarios.

The BCFSC falling safety advisors have been and will continue to do field testing with the equipment as well as participate in or attend fallercam field demonstrations.

"We are pretty confident in the technology so far and we have received positive feedback when supervisors understand what we are doing and why and how it helps support effective feedback and opportunities to point out things immediately after they happen to help improve performance and safety," said Scott.

A final decision on whether or not the fallercam will be an effective tool going forward for the BCFSC's needs will be made in late Spring this year. 📹

Concerns over glading-related death and opportunities for improvements

Several fallers contacted Forest Safety News about some concerns they had around glading practices in the province, following the death of an Energy Safety Canada certified faller while glading for an outdoor sport tour resort in the Golden area.

The same topic had also recently been raised with BC Forest Safety Council falling safety advisors and with members of the Falling Technical Advisory Committee (FTAC), which led to discussions with WorkSafeBC and others on what needed to be done.

There is recognition that there has been some improvement overall, but the heightened concern is for the smaller outfits that are just putting chainsaws in the hands of people who show up to work.

As a result, the BCFSC, the WorkSafeBC dedicated falling team and some industry folks will be working together to help raise awareness and support for planning and

supervision of glading, trap tree and fall and burn projects.

While the coroners' and WorkSafeBC investigation reports into the specific incident are still pending (the BCFSC will issue an alert based on the findings of those investigations in due course), there is enough general feedback from fallers and others in industry that they feel there is a lot more that can be done to ensure all folk doing this kind of work are properly qualified – having the necessary training and skills and certification to do it – and most importantly have the proper supervision in place.

"We will be working with WorkSafeBC and industry participants to have open discussions on the topic to help shape the right tools and support to achieve better safety outcomes in these situations," said Scott.



Scott Rushton.

If you would like to discuss, please call Scott toll-free at **1-877-741-1060** or email him at srushton@bcforestsafety.org. 📧

FTAC receives information on latest safety performance stats and other updates

The December 2018 Falling Technical Advisory Committee (FTAC) meeting included discussions on the latest safety performance statistics as well as status updates on BC Forest Safety Council (BCFSC) work plan items, directed by FTAC.

As at the beginning of December 2018, the BCFSC Falling Safety Advisors had completed the following during the year:

- 10 Faller Certifications (8 NFT, 2 Challenge)
- 4 Falling Supervisor Certifications
- 216 Faller Visits
- 26 CFS Quality Assurance Visits
- 33 CFS Visits
- 15 Trainer Quality Assurance Visits

BCFSC CEO, Rob Moonen, provided an update and overview on recent falling injury statistics, some of which is shared below.

Between 2013 to 2017, the types, source and nature of injuries to manual tree fallers were as follows:

ACCIDENT TYPE	#
Struck by	230
Fall from elevation	110
Fall on same level	97
Overall % of time loss claims	63%

SOURCE OF INJURY	#
Trees, plants	224
Working surfaces	119
Power tools	109
Overall % of time loss claims	66%

NATURE OF INJURY	#
Other strains	218
Fractures	124
Lacerations	102
Overall % of time loss claims	65%

BODY PART	#
Knee	115
Wrist, fingers and hand	81
Back	73
Shoulders	57
Other, lower extremity	57
Ankle, toe and feet	52
Overall % of time loss claims	63%

Update on the New Faller Training pilots

FTAC heard that the New Faller Training pilots had now been run with industry, Energy Safety Canada and BC Wildfire Service.

Eight participants completed the industry NFT pilot – one run in May and one in September with the same trainers in each pilot to maintain consistency. All participants were successful and are working in industry. Each company that took on a trainee in the subsequent 180-day training period was offered access and licensing to iTrak to be able to easily complete assessments and submit reports on the trainee's progress.

John Jacobsen, one of the trainers in the pilots, provided his experience with the new training content, process and materials.

Trainer's Insight to NFT Pilot

- Old vs New System - pros & cons
- Totara & Student Manuals - pros & cons
- iTrak vs Paper Reports - pros & cons
- 4 Day Basic Chainsaw Course & 26 day NFT Course



GST John Jacobsen, a lead trainer of new fallers who has been piloting the revised New Faller Training program, content, materials and reporting.



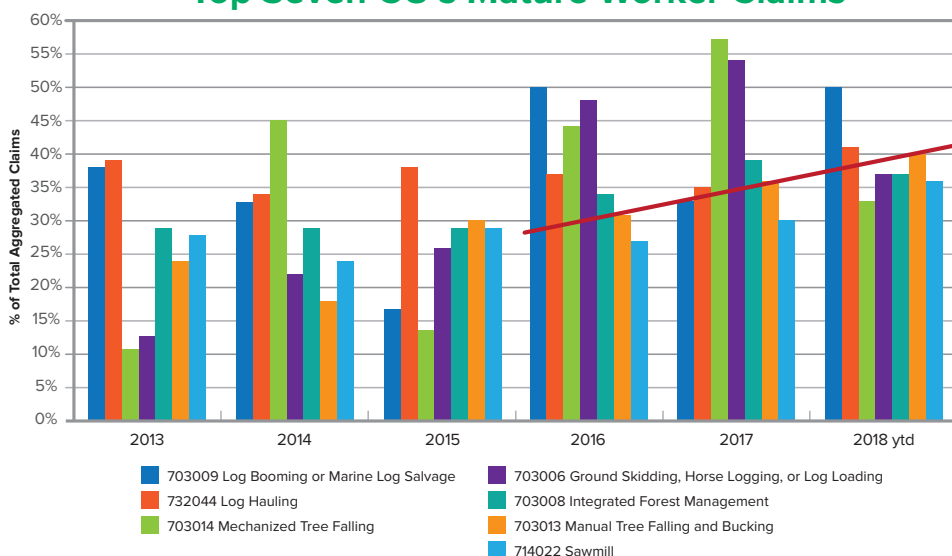
FTAC members and observers listen to a presentation at the group's last meeting in December 2018.

He said that there were pros and cons to both the old and new system. What hasn't changed is the training at the stump, but that the rest of the training and online options have improved.

He said that trainers have put a lot of time in to the program. The old materials were poor and it is good to get positive feedback which is then passed on to the BCFSC. He said that the new system piloted also mirrored industry better re style of reporting and working under supervisors.

A member of FTAC involved in the BC Wildfire Service pilots tested over the summer said that supervisors liked iTrak, and the benefits included having one go-to place to get data fairly quickly.

Top Seven CU's Mature Worker Claims



Mature Workers Claims: STD/LTD/Fatal Claims where the workers are aged 55 or older at the time of injury.

Red line highlights the increase from 2016 to 2018 in mature worker claims in the Manual Tree Felling and Bucking classification unit (703013). Mature worker claims are up 50% between 2013 and 2017. The BCFSC is looking at materials for development in 2019 to address including physical conditioning tips and tools for older workers, as well as recovery best practices for older workers. 4

Continued on page 14...



Falling

Continued from page 13...

John said that for trainers, iTrak meant that they could cut two hours to about 20 minutes a night after training from the reduced burden of paperwork that previously needed to be completed on each trainee at the end of each day of training.

He said that for young, new trainees, online training is important to them and allows them to start the 30-day training far better prepared and with basic knowledge versus starting cold in the old system and facing a firehose of four days of one-way pushed information. "They already have their head wrapped around a lot of content which is much better and helps keep all the trainers a lot more focused, not buried in paperwork."

"I think it is a good fit for industry ... and we can take off more of the rough edges as we get more feedback," he said.

FTAC heard that over \$1 million had been spent to date on the development of the new system. One of the biggest benefits of the system will be the portability of fallers across industry, oil and gas, and wildfire.

The three standards had previously each been accepted by WorkSafeBC on their own merit. Now the new system is essentially melding those systems' content into one so that there is a uniform standard and consistency. At the end of the day, the new system still has to be approved by WorkSafeBC.

There will be finalization of the standard and submission to WorkSafeBC by industry, oil and gas and wildfire in about April 2019.

To be ready for this review, the following items still need to be completed before then:

- The FTAC subcommittee's further feedback after a second review of the learning resources needs to be incorporated
- Units of competency have to be mapped to the learning resources and assessment tools
- Instructor guides and student manuals need to be finalized
- Interactive learner activities and updated visual learning content (pictures and videos) need to be produced.

Dazy Weymer, Jack Miller and Neil Campbell are the FTAC subcommittee members reviewing the system and materials on behalf of FTAC.

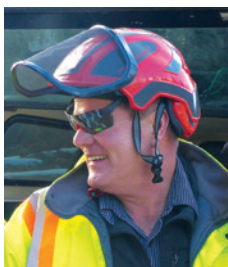
Neil told FTAC that the old learning resources were problematic. The new learning resources provide a lot more structure and direction to trainers to ensure consistency. "Trainers will not be improvising. In the past, often trainers were so confused flipping backwards and forwards that you threw it over your shoulder and then taught how you had learned to fall a tree," explained Neil.

He also said that perfecting the minute details was really important and that iTrak needed some work and there needed to be some training to help people troubleshoot so that they can be successful right off the bat. Managing expectations, Neil said that what had been put together was a good thing, but it was still a little bumpy until it was cleaned up further.

Jack agreed about the frustrations of the past and said they had now gone from two binders down to one, removing a lot of repetitive stuff. "It is easier to use and understand and I think it is going to work well," he said.

Dazy agreed with both Jack and Neil and said that now that he had been involved he had a lot more faith in the new system. "There certainly have been improvements made. I appreciate that it has been a long and convoluted process to get us here." 🙌

Vancouver Island's Don Cleaver retires from FTAC



Don Cleaver at a recent fallercam demonstration.

Don Cleaver has retired from the Falling Technical Advisory Committee (FTAC) after many years of dedicated service that has helped make the falling profession a safer one.

"He will be missed for sure," says Scott Rushton, BC Forest

Safety Council lead falling safety advisor. "Don is well-known on the coast and well respected. When he shared an opinion, people listened. In regards to faller safety he is the most passionate person I've ever met. He has been an amazing mentor. His experience was also invaluable in helping to shape discussions. He was able to see the whole picture and knew the difference between what could work in theory and what would actually work at the base of a tree," said Scott.

One of the founding members of FTAC, and a legend to many in the forestry industry on Vancouver Island, Don's passion for safety and for bullbucker certification in particular, are two of many stand-out memories about Don and his contributions.

In paying tribute to Don, Dazy Weymer said that Don, who has had a long career in the falling industry, and been involved with the

FTAC from the beginning "has been a great guy to have along for the ride as the FTAC has gone through its various incarnations."

"He's always had something to say, always been worth listening to, and was usually pretty funny too. A big bonus at a long meeting. We used to joke with each other that if the two of us shut up, the meetings could be done in half the time. The thing that has most impressed me about Don, is that while he came to the meetings as a management representative, he always voiced his own opinion, loudly, strongly, and passionately, on whatever he thought was really and truly important to the actual fallers and their safety. The industry is for sure, better and safer because of his participation. We all owe him a thank you," said Dazy.

Jack Miller added that he really appreciated "his dedication and commitment to not only the FTAC, but his tireless pursuit of safety in the forest industry as well" and wished Don all the best going forward.

A scribe for FTAC meetings for many years, Allison Thompson, recalls that Don was consistently a very active participant in discussions and was a strong advocate for faller safety.

"He contributed a great deal. Whether discussing new fallers, the faller standard, danger tree management, bullbucker certification or other topics like qualified assistance or dangerous tree management, he

always had something valuable to add," said Allison.

She said that a particular passion of Don's was bullbucker certification. He participated in the development and early testing of the bullbucker certification process. "His approach to good faller supervision was fair, friendly and firm." 🙌

FTAC sent all fallers another survey in January 2019

Surveys have been mailed out to all current BC Forest Safety Council certified fallers by the Falling Technical Advisory Committee (FTAC).

All feedback received helps inform FTAC's work plan priorities for the BCFSC's falling department. In addition, any emerging issues that are identified by fallers are discussed by FTAC and action plans developed to address them.

If you have not received your survey in the mail by the middle of February 2019, please email faller@bcforestsafesafe.org. 🙌



Transportation

Transport Canada's latest insurance requirements for all water vessels carrying passengers/workers

Effective January 11, 2019 (and published in the Canada Gazette on December 12, 2018), Regulations Respecting Compulsory Insurance for Ships Carrying Passengers may be viewed here: (<http://www.gazette.gc.ca/rp-pr/p2/2018/2018-12-12/html/sor-dors245-eng.html>).

All commercial and public purpose ships engaged in the domestic carriage of passengers are required to maintain liability insurance for death or personal injury in a minimum amount of \$250,000 multiplied by the passenger capacity of the ship. These changes help ensure that all passengers and/or their families receive financial compensation in the event of an incident, while protecting vessel operators against catastrophic losses and possible civil actions from passengers; and provide consistency with other modes of transportation that currently require liability insurance cover for personal injuries or death.

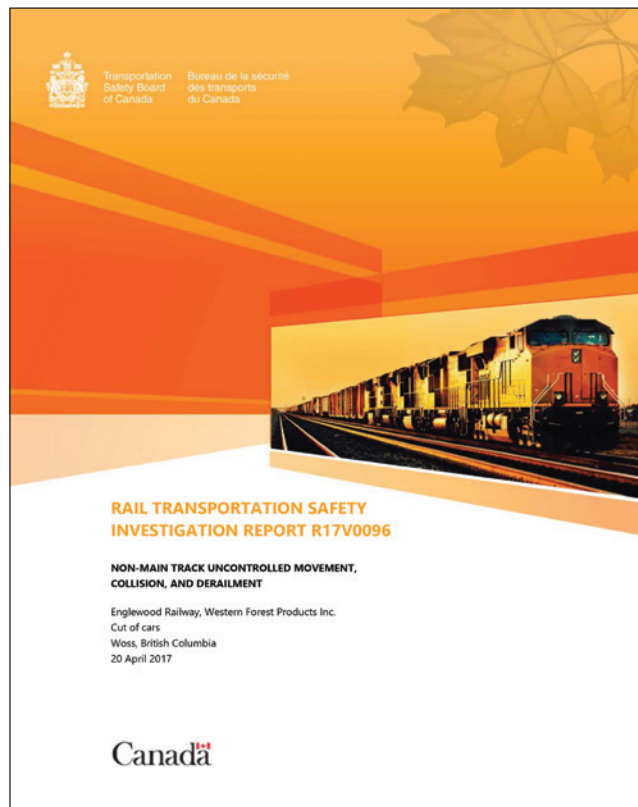
A Ship Safety Bulletin has also been issued on the Regulations: <https://www.tc.gc.ca/eng/marinesafety/bulletins-2018-13-eng.htm>.

To obtain a copy of the Certificate of Insurance template, please send an e-mail to marinesafety-securitemaritime@tc.gc.ca. 📧

TSB releases Woss train investigation report

On December 12, 2018, the Transportation Safety Board of Canada (TSB) released its rail transportation safety investigation report (R17V0096) into the April 20, 2017 incident that resulted in the deaths of three workers and the serious injury of two others at Western Forest Products' Englewood Railway in Woss. The railway has since closed.

The 61-page report may be viewed and downloaded: <http://www.tsb.gc.ca/eng/rapports-reports/rail/2017/r17v0096/r17v0096.asp> and a TSB news release on the report is here: <http://www.tsb.gc.ca/eng/medias-media/communiqués/rail/2018/r17v0096-20181212.asp> 📧



Resource road discussion at the ABCFP conference this month

A breakout session at the 2019 annual Association of BC Forest Professionals (ABCFP) conference taking place February 6-8, 2019 in Kamloops will focus on resource road infrastructure: the policy and practice of ownership and maintenance.

According to the ABCFP conference program: "BC's resource road infrastructure has become a growing liability that lacks ownership and adequate maintenance. Who owns and should maintain our infrastructure? What is a reasonable level of expectation? Join us for an evidence-based discussion of policy and professional practice that links legal obligations, liability, fiscal costs, and public expectations.

"If we were to change the view of our provincial resource road infrastructure from being a liability to being an asset, what might that look like and what is our greatest challenge in doing so? How can we work together to overcome this challenge and are we meeting expectations and commitments?"

For discussion is the draft **Resource Road Maintenance Guideline** which was piloted in 2018. Feedback during the pilot has been consolidated and a final revised guideline is scheduled to be update during Q1 2019 for broad forest industry use.

Speakers on the topic, which will be moderated by Ray Crampton, RPF, District Manager, Okanagan-Shuswap, Ministry of Forests, Lands, Natural Resource Operations and Rural Development (MFLNRORD) are:

Marty Hiemstra, RPF, Lo-Bar Log Transport Co. Ltd.; **Justin Kumagai**, RPF, Manager, Contract Services, Western Forest Products; and **James Neuman**, RFT, Senior Policy Analyst, Resource Roads, MFLNRORD.

Forest Safety News will report on the discussion in the next edition. 📧



Transportation

BC Auditor General releases audit on commercial vehicle safety

The 60-page independent audit report on commercial vehicle safety in BC has been released by the BC Auditor General. Highlights are shared below. For the complete report, to view or download, please see: http://www.bcauditor.com/sites/default/files/publications/reports/OAGBC_CVS_RPT.pdf



- Inconsistent approach across province for enforcing rules. Auditor recommends a review of governance
 - Inspection and enforcement activities have prevented an estimated 1,100 incidents, four fatalities and 260 injuries, with a cost saving of about \$130 million in social costs and \$18 million in insurance costs
 - Heavy commercial vehicles = 3% of all vehicles registered in BC
 - » Involved in 19% of fatal collisions
 - » Majority of these incidents the commercial driver is not at fault
 - Be Truck Aware safe driving tips: <https://www2.gov.bc.ca/gov/content/transportation/driving-and-cycling/road-safety-rules-and-consequences/be-truck-aware>
 - Important messages for passenger vehicle drivers included:
 - » leaving enough room for trucks to stop and to turn
 - » merging at the right time, with enough space
 - » being visible around trucks
 - » anticipating wide turns
- For truck drivers, messages included:
- » ensuring brakes and tires are in top condition to minimize stopping distances
 - » adjusting speed and driving for poor weather and road conditions
 - » staying alert by getting enough rest and avoiding distractions
 - » making sure loads are well balanced and secure 🚚



You must keep your greatest asset safe!

The above advertisement, a joint initiative between Road Safety at Work and the BC Forest Safety Council's transportation department is intended to remind all log hauling employers of their greatest asset – people, and employers' responsibilities to protect them when they drive for work. Free resources are available here: <https://roadsafetyatwork.ca/> 🚚



New drivers change their habits when a sensor is on board

Drivers in a three-month study by ICBC on driving sensor systems in 2018 said young drivers felt the experience was like having a personal driving coach in the vehicle with them, with 40% of the 125 drivers who participated in the study saying that the experience improved their driving. Read more in the Vancouver Sun story: <https://vancouversun.com/news/local-news/new-drivers-change-their-habits-when-a-sensor-is-on-board> 🚚



Training

Supervisor Talk:

Getting to grips with “fit for work”



By Gerard Messier,
RPF, CRSP

“Dear Supy,

Some days my crew are just not ready to work. Some days, I'm not really into it either and I worry that I'm missing something that is going to lead to a big mistake or incident with me or my crew. I could just chalk it up to being tired with the long days that we're working but I want to make sure that I've got all the angles covered. What might I be missing?

Walter Worried”

Hi Walter, thanks for your question. Currently, there is a lot of discussion and information out there about impairment at the workplace and it can be overwhelming for a supervisor. Most resources are about drugs and alcohol but there can be many other things that can cause us to not be “fit for work” and a supervisor needs to be aware of all of them. A supervisor needs to identify it in their crew but they also need to keep an eye on themselves. Often supervisors feel they always have to be available when it comes to the operation of the business and will go to work no matter what. Sometimes the smartest and safest thing to do will be to rest, take the day off and not go to work when you're not fit for work.

So what does that term “fit for work” mean anyway? Being fit means:

- Mentally aware and able to focus on the job at hand. This includes being alert and not distracted but can also include mental health. One in five people in Canada will experience a mental health problem or illness so chances are it is affecting you or someone on your crew right now.

- Emotionally stable and not going through personal problems that cause distraction. We all have relationships within and outside of work that can cause stress, anxiety or emotional upset. The impairment caused by this can be just as distracting and dangerous as any other source.
- Physically healthy, well-rested and fit enough to do the work including eating and drinking water appropriately to maintain energy levels. Forestry is an industry of early risers and hard workers. When time is short and production pressures are high, short cuts are usually taken with sleep and nutrition. Keep an eye on this and support your crew in making good decisions about their physical health because we're all in it for the long haul and eventually those fast food and five hour sleep decisions will come back and bite us.
- Drugs and alcohol at work. This is still an important issue to keep on top of and having a policy and program to address it is very important. In fact, starting to talk about and manage drug and alcohol impairment often opens the door to discussing other types of impairment that are hurting operations.

So how does a supervisor manage all of this to make sure everyone is fit for work? The first piece of advice is to “be there”. This may sound simple but if you don't spend enough time on site and with your crew, you're just not going to see when things are going downhill and when you need to have

a one-on-one with one of your workers. That one-on-one contact is very important, getting to know your people on a personal level will help when it comes to judging if they are fit for work or not. You'll just know when someone is not themselves because you have consistently talked with them and seen their work and will be able to pick up on the clues that something is not going well.

No matter the cause, it is the supervisor's responsibility to investigate what is causing a worker to not be fit for work. This investigation doesn't have to be formal but should always be documented. Even if the supervisor doesn't find out the reason for the impairment, they should never allow the worker to go back to work until the situation has been resolved and the worker is safe to work. This can be as simple as sharing your lunch because someone forgot theirs or it can be as complicated as implementing the steps in your drug and alcohol program. The main thing is that a supervisor should never “walk by” and not act on a potential impairment problem when they get the feeling that something isn't right.

Looking for more information? Check out the following:

Fit to Log – Nutrition and Hydration Information: <https://www.bcforestsafesafe.org/node/3013>

Drug and Alcohol Programs in the Workplace: https://www.bcforestsafesafe.org/Workplace_Alcohol_And_Drug.html

Canadian Mental Health Association: <https://cmha.ca/>

Robertson retires, and Messier appointed, as director of training and program development

After four years of successfully leading training and program development at the BC Forest Safety Council (BCFSC), Russel Robertson has retired, and Gerard Messier has moved into the role as Director of Training and Program Development.

Russ was instrumental in the research and development of a competency-based training and assessment system for forestry occupations and his retirement plans include continuing to do some consulting work to support industry as operators adopt these systems.

Gerard has worked for the BCFSC for the past seven years as a Training Advisor and then as Manager of Program Development. He has been very involved with the development of new training, the production of industry resource packages

and alerts, and the organization of safety conferences.

Gerard is a Registered Professional Forester and a Canadian Registered Safety Professional. Prior to joining the BCFSC, Gerard worked as a logging supervisor, planning forester and silviculture forester with West Fraser in BC and Alberta.

“It's an exciting time to be working with industry to build programs that meet their training needs. In particular, I'm looking forward to helping companies implement competency-based training and assessments in their operations” said Gerard.

Gerard will also focus on leading the training team to maintain the high level of quality in classroom and online training course delivery.



Feedback on training sessions from around the province

Continuous improvement in the content and delivery of training courses to industry is a key objective of the training department at the BC Forest Safety Council (BCFSC). Ensuring consistency of training delivery across multiple trainers, venues and topics is also an important aspect that is considered during the quality assurance process. Industry needs to rely on the most effective and efficient training (least time out of the work schedule) available to support competent, safe workers who are confident, capable and productive.

To that end there is regular review of all feedback received from course participants and trainers during the year to ensure that improvements can be made to content, delivery methods and formats going forward.

The following is a small selection of feedback from participants in a variety of courses offered by the BCFSC during 2018. All feedback was reviewed and helps shape continuous improvement in courses and course delivery in future years:

Forest Supervisor, due diligence

Overall rating

Excellent: 45 Very good: 55 Good: 7

Summary comments

Easy to understand materials, lots of usable information, great examples; helpful open discussions.

How course could be improved

No improvement needed; less video; more video; maybe more time; more interaction and to get up and move.

Forest Supervisor, communication

Overall rating

Excellent: 44 Very good: 38 Good: 14

Summary comments

Lots of good information, well delivered; very useful info; clear and well organized.

How course could be improved

A lot of info to take in; more group discussions.

Forest Supervisor, leadership and professionalism

Overall rating

Excellent: 39 Very good: 41 Good: 18 Fair: 1

Summary comments

Good info; very informative; reasonable pace; good materials and examples.

How course could be improved

Spend more time on DISC; too much info to take in; more interaction; some videos hard to hear.

Falling Supervisor training

Overall rating

Excellent: 20 Very good: 19 Good: 5 Fair: 1

Summary comments

Very good advice and knowledge; passionate instructors; great group discussions; excellent content.

How course could be improved

Update content on some slides; more individual focus if possible; more field work; more defined pre-reqs.

Auditor BASE 4 training

Overall rating

Excellent: 5 Very good: 11 Good: 2

Summary comments

Great dialogue and conversations; examples and sample practise questions were very helpful.

How course could be improved

Cover more online materials and improve the online experience.

Incident Investigation training

Overall rating

Excellent: 58 Very good: 65 Good: 11

Summary comments

Lots of opportunities to participate and discuss the information presented; good supporting documents; easy to understand; practice exercises very helpful.

How course could be improved

Even more hands-on practice and leading an investigation; maybe a little more in-depth.

Joint Occupational health and Safety Committee Training

Overall rating

Excellent: 36 Very good: 52 Good: 20

Summary comments

Good information and materials; lots of real life examples.

How course could be improved

Do online module at home before attending and remove from course; improve video clips; some WorkSafeBC info very vague; more interaction.

Small employer OHS training

Overall rating

Excellent: 49 Very good: 25 Good: 2 Fair: 1

Summary comments

Very good examples; very informative and clear; great details; have on weekends so don't lose a work day; maybe longer; maybe shorter; less generic YouTube videos, more specific to issues discussed.

How course could be improved

More interaction; more info up front; update first 2 videos; have on weekends so don't lose a work day; maybe longer; maybe shorter; less generic YouTube videos, more specific to issues discussed.

Quality of trainers for all courses

And finally, perhaps one of the most important feedback elements is about the trainers themselves.

Course participants uniformly report that their trainer made the course for them in large part due to their many years as industry operations folk who are passionate, articulate and can walk the talk, providing meaningful, practical applications and examples relevant to participants' workplaces whether silviculture, falling, logging, planning, supervising and/or applying regulations in the real world work settings. 🌲

New posters:

Increasing knowledge about dangerous trees and qualifications needed

Working with the Wildlife/Dangerous Tree Committee, the BC Forest Safety Council has created two new posters to help increase awareness around wildlife/dangerous trees and the type of training and qualifications needed to do proper assessments based on the risk.

See: <https://www.bcforestsafes.org/files/files/Tree%20Characteristics.pdf> for a poster on dangerous tree characteristics and tips for working safely and <https://www.bcforestsafes.org/files/files/Assessment%20Training.pdf> for information on how to easily determine the type of dangerous tree assessment training required.

More and more forestry workers are exposed to dangerous trees as a result of increased wildfire action and insect-killed trees. Increased awareness around disturbance levels, risks, work activities and training level required to safely and competently deal with the hazard, is key. 🌲



Upcoming training: Increasing awareness in the TLA magazine pull-out

www.bcforestsafesafe.org
training@bcforestsafesafe.org

Need Quality Training for Your Crew?

TOLL FREE 1-877-741-1060

2019 TRAINING CALENDAR: <http://www.bcforestsafesafe.org/fscapps/calendar/calendar.php> | CUSTOM TRAINING: Ask us about a custom training session delivered at your site.

AVAILABLE TRAINING: INCIDENT INVESTIGATION • FOREST SUPERVISOR • FALLING SUPERVISOR • JOINT HEALTH AND SAFETY COMMITTEE
SAFE COMPANIES INTERNAL & EXTERNAL AUDITOR AND OCCUPATIONAL HEALTH AND SAFETY • RESOURCE ROAD DRIVER • BASIC CHAINSAW OPERATOR

"Every supervisor should have this training."
"Very happy as I could use what I learned at work."
"Trainer understood my work and our challenges."
"Will help me improve safety and production."



BC Forest Safety
Safety is good business

- ✓ industry-developed
- ✓ not-for-profit, at-cost
- ✓ delivered by qualified, experienced industry operators
- ✓ 20,000 seats of training since 2005
- ✓ online, onsite or requested

The above advertisement was placed in the Truck Logger Association (TLA)'s BC Logger magazine centrespread calendar pull-out to help remind all contractors and other TLA members that trusted training is available.

If you would like to see how a training course can meet your organization's needs, please let us know. We are committed to working with you to find the right training solution. We may be able to tailor a program to your specific needs and deliver it in a way that is most convenient for your operations.

Scheduled training for the next few months (does not include tailored sessions):

BASE 4 Internal Auditor training
Apr 25 Richmond

Falling Supervisor training
Mar 18-22 Campbell River
Apr 8-12 Prince George

Forest Supervisor training
Module 1: Due Diligence (1)
Feb 20-21 Nanaimo (1)
Mar 11-12 Haida Gwaii (1)
Mar 27-28 Castlegar (1)
Apr 10-11 Vernon (1)
Apr 24-25 Prince George (1)

Module 2: Communications (2)
Module 3: Leadership & Professionalism (3)
Mar 21 Nanaimo (2)
Mar 22 Nanaimo (3)
Apr 15 Castlegar (2)
Apr 16 Castlegar (3)

Incident Investigation training
Feb 22 Nanaimo
Mar 13 Haida Gwaii
Mar 29 Castlegar
Apr 12 Vernon
Apr 26 Prince George

Individual Owner Operator OHS training & Refresher training

Feb 23 Teleconference
Mar 30 Teleconference
Apr 27 Teleconference

Joint Occupational Health and Safety Committee training

Apr 1 Nanaimo

Small Employer OHS training & Refresher training

Feb 7-8 Langley
Feb 7-8 Campbell River
Mar 14-15 Haida Gwaii
Apr 11-12 Prince George

View the 2019 training calendar here: www.bcforestsafesafe.org/fscapps/calendar/calendar.php. Please check back often as course dates may change if there is insufficient participant enrollment. All training is offered on a not for profit, cost-recovery basis. Email training@bcforestsafesafe.org or call toll-free 1-877-741-1060 for general information, or email Gary Banys at banys@bcforestsafesafe.org to answer any questions you might have about course content and/or about tailoring courses to meet your company's needs at a location of your choice. 🌱



Health and Wellness

Winter Doldrums...



By Dr. Delia Roberts

Winter brings the challenges of wet and cold, icy roads and short daylight hours. Everything seems a little harder to do, but for some, grey skies can also contribute to a downward shift in mood. It can be hard to stay positive in the face of uncertainty at work, home and on the world stage at the best of times, but if you find yourself feeling especially sad, hopeless and low in energy from the fall through to spring, you may be suffering from Seasonal Affective Disorder (SAD).

Seasonal Affective Disorder (SAD)

SAD is a form of depression, and while it typically occurs during the winter, some people can experience it in other seasons. SAD affects about 2-3% of the Canadian population but another 15% of people

experience a milder form of SAD that leaves them feeling depressed but still able to carry on with their lives. Roughly 10% of all depression is thought to be caused by SAD. Risk factors for SAD include a family history, living further north where the daylight hours are shorter, age (adults) and gender (women are more likely to report SAD than men). Risk factors for depression in general also include major life changes and any kind of stressful event.

Whether you experience consistently low and overwhelming feelings in the winter or all year around, or know someone who does, it's important to be aware of the symptoms of depression as well as where you can go for help. The sooner depression is treated the more likely the symptoms can be resolved and the greater the probability of restoring a normal positive outlook on life. Men in particular are often reluctant to speak about feeling depressed, for many, there is still a stigma associated with asking for help with mental health. If you, a family member, friend or colleague is showing some of the signs of depression, being open to speaking about it is the first step towards feeling better.

How to recognize depression

Depression is characterized by feeling some of the following symptoms. Not everyone feels all of them, but the difference between a short-term response to stress and true

depression is the consistency of the symptoms, and a longer duration of more than a few weeks.

- Feeling sad, anxious, or empty
- Hopelessness, or feeling like things will never get better
- Being irritable, easily annoyed or angry
- Feelings of guilt, worthlessness, or helplessness
- Loss of interest or enjoyment in hobbies and activities that used to be fun
- Withdrawing from friends and family
- Feeling tired and not wanting to do anything
- Finding it hard to concentrate, remember things, or make decisions
- Difficulty falling or staying asleep, or waking up in the early-morning
- Sleeping more, not wanting to get out of bed
- Increase or decrease in appetite and/or weight changes
- Thoughts of death, planning for suicide, or suicide attempts

Getting help

It's important to understand that everyone has times where life seems to be extra hard. Being able to reach out to others to talk things through, share feelings and get support is essential for getting through the tough times. Asking for help does not make you weak or vulnerable, it is a necessary part of navigating life. If you don't feel that you can confide in

Continued on page 20...



Health and Wellness

Continued from page 19...

a friend or family member follow the links at the end of this article to find confidential resources that can help. Either way, a great place to start is with your family physician. Your primary care doctor is trained to help recognize depression, ensure that there isn't any underlying illness and manage your care in a comprehensive way. They can direct you towards the right kind of treatment which can include any of the following:

1. Get some exercise every day, ideally out doors in natural light. Take even a 10-minute break, get out of your machine or away from your desk. Walk, breathe, look around you and empty your mind of the worries and stresses. Physical activity has been shown over and over to reduce depression rates across the board. Find an exercise buddy and commit to meet 3x week for 30 minutes of any form of physical activity that gets your heart rate up and your breathing to the point where it is hard to carry on a conversation. On the days that you don't feel like going, they can motivate you to get out. Another day, you will do the same for them.
2. Consider talking to a mental health professional. Certified counselors are trained to help you re-focus your mind, problem solve and develop effective coping strategies so that when life presents you with hurdles you have the skills you need to get through them. They won't make your problems go away, but they can help you figure out how to deal with them. Unfortunately, most of us have never been provided with this information, we don't get taught it in school and unless we have been exceptionally fortunate to have great role models, we've never learned how to manage all the stress that life can throw at you.
3. In some cases depression is the result of chemical imbalances in the brain. There are a number of different types of medications that can be useful in helping with depression, anxiety and inability to concentrate. Your family doctor can determine if one of these can help you. It doesn't mean that you will always need this medication, but when your thoughts and

feelings are overwhelming and control your behavior, they can help you get back in the driver's seat. Be careful of self-medicating, whether you choose herbal remedies, alcohol or other substances. Although they might make you feel better in the short term, they have other effects on your body and are not going to make your problems go away.

Self-help

If you don't feel comfortable reaching out, or your job and lifestyle prevent you from being able to work with anyone else, there are some good self-help programs available. Ideally, they will provide you with more information so that you can understand how depression affects you, and step by step instructions and exercises to help you learn how to manage your thoughts. Here are the links to two:

<https://www.walkalong.ca/explore/MoodGYM>

<https://www.keltyskey.com/courses/depression/>

More Resources

Mood Disorders Association of BC

Visit www.mdabc.net or call 604-873-0103 (in the Lower Mainland) or 1-855-282-7979 (in the rest of BC) for resources and information on mood disorders. You'll also find more information on support groups around the province.

Canadian Mental Health Association, BC Division

Visit www.cmha.bc.ca or call 1-800-555-8222 (toll-free in BC) or 604-688-3234 (in Greater Vancouver) for information and community resources on mental health or any mental illness.

BC Partners for Mental Health and Addictions Information

Visit www.heretohelp.bc.ca for info sheets and personal stories about seasonal affective disorder. You'll also find more information, tips and self-tests to help you understand many different mental health problems.

HealthLink BC

Call 811 or visit www.healthlinkbc.ca to access free, non-emergency health information for anyone in your family,

including mental health information. Through 811, you can also speak to a registered nurse about symptoms you're worried about, or talk with a pharmacist about medication questions.

Crisis Lines

Crisis lines aren't only for people in crisis. You can call for information on local services or if you just need someone to talk to. If you are in distress, call **310-6789** (do not add 604, 778 or 250 before the number) 24 hours a day to connect to a BC crisis line, without a wait or busy signal. The crisis lines linked in through **310-6789** have received advanced training in mental health issues and services by members of the BC Partners for Mental Health and Addictions Information.

Depression in Men

<https://headsupguys.org/mens-depression/>
<https://www.bchealthyliving.ca/what-we-do/working-on-wellness/healthy-minds/>

Taking the time to learn good coping skills is a great way to improve everything in your life, and the lives of the people around you. While it can often take a crisis to motivate us to start on this kind of work, it need not be the case. Learning to self-reflect and manage stress and our emotional responses to life's challenges is the best kind of preventative maintenance we can do. Check out some of the links above and get started today. You won't regret it. 🍏

Canadian pilots critical of new safety rules to address fatigue

At the end of last year, Transport Canada announced new rules to address pilot fatigue through reductions in duty hours and to further prohibit alcohol consumption before flying.

Pilots may not consume alcohol for 12 hours before a flight, an increase of four hours over the previous eight-hour ban.

Canada's largest pilot association with more than 4,000 members, the Air Canada Pilots Association, however, was profoundly disappointed and said that the changes were substandard and inconsistent with international best practice that should see at least two more hours cut from duty hours.

See this CBC article for more information: <https://www.cbc.ca/news/politics/garneau-pilot-safety-airline-regulations-1.4942385> 🍏

ABOUT Forest Safety News

Forest Safety News is published six times a year: February, April, June, August, October and December. All submissions – letters to the editor, safety tips, photos, safety stories, concerns etc. – are welcome. The opinions expressed in the newsletter are not necessarily those of the editor, staff or board of the BC Forest Safety Council. All decisions to publish materials rest with the editor. 12,000 copies of each edition are distributed via mail or email. Additional copies are distributed at industry events.

Subscriptions

If you would like to continue to receive a hard copy or would prefer to receive an electronic copy of this newsletter, please email editor@bcforestsafesafe.org and ask to be added to the print copy or email distribution lists. Email subscriptions are encouraged.

Have a story, letter to the editor, safety tip, ideas or photos?
Please send all submissions to:

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email editor@bcforestsafesafe.org 🍏



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FOREST SAFETY News



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Safety is Good Business

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Left: Minister of Forests, Lands, Natural Resource Operations and Rural Development, Doug Donaldson (centre), stopped by the BC Forest Safety Council booth at the 2019 TLA convention and Trade Show. Left is Field Services Supervisor, Mike Sexton, and right is Lead Falling Safety Advisor, Scott Rushton.



Right: The BC Forest Safety Council's Director of Training and Program Development, Gerard Messier, presenting on forestry's competency-based safety training at the 2019 TLA Convention and Trade Show. Image courtesy of the TLA.

The future of safe work: Competency-based assessment & training to best meet due diligence

The BC Forest Safety Council (BCFSC)'s Director of Training and Program Development, Gerard Messier, provided an update at the 2019 TLA Convention and Trade Show on the competency-based assessment and training model being developed at the request of industry by the BCFSC.

He said 2019 was the year of beginning to implement. The preceding three years had been dedicated to the development of competencies for 40 forestry occupations; and the development of assessor tools for those occupations; the development of new yarding, faller and log hauling learning materials; and the development of assessor and train the trainer materials.

Competencies for a single occupation is the first step in a long process of developing ready to deliver training for that occupation.

Step 1: Develop competencies for an occupation and test the competencies in field. These are developed by industry-

identified subject matter experts – people with proven achievements in optimal performance in each of the occupations.

Step 2: Develop assessment tools for that occupation (used to determine if someone is competent to do that work) and test the assessment tools in field. There are two types of assessment: competency conversations used to assess knowledge and practical assessments used to assess skills and attributes.

Timeline

Yarding competency materials	Training and assessment materials being tested now in-field by contractors
Log hauling training and assessor materials	Successfully piloted in 2018; final training and assessor training materials due in second half of 2019
Mechanized harvesting	Field testing of materials planned for 2019
Road building	Field testing of materials planned for 2019
Falling	Final review by a sub-committee of the Falling Technical Advisory Committee; then submission to WorkSafeBC for approval to roll-out to industry in 2020. 🌲

Welcome to the April 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@bcforestsafes.org or call 1-877-741-1060.

Step 3: Develop training content and materials that best support the competencies identified in Step 1 and test these materials in-field with contractors and licensees, refine and retest.

Includes: applying the best adult-education learning and training principles to the content and formats, providing online and on-the-job learning materials, along with diverse optimal learning choices for individuals well tailored to specific coastal or interior forestry settings and worksite demands.

Step 4: Receiving regulatory approval where required – e.g. as the BC faller standard is owned by WorkSafeBC, the new faller training materials need to be reviewed and approved by WorkSafeBC and their changes incorporated and tested in field prior to final approval and roll-out to industry.

Step 5: Populating the final approved materials for each occupation into the BCFSC's Forestry Learning Management System, administering the training, and regularly updating the training as needed.



Safety topics filled first day of Western Forestry Contractor's Association (WFCa) 2019 Conference and Trade Show

To find links to view all the safety presentations at this year's WFCa Conference, please see: <https://wfca.ca/wfca-annual-conference-tradeshow/conference-2019/>

For quick access to individual safety or safety-related presentations, see below:

Training for safe and injury-free work by Forestry Safety Advocate, Jordan Tesluk, and Jonathan Clark, of Folklore Contracting and author of the 482-page "Step by Step: A Tree Planter's Handbook":

<https://www.dropbox.com/s/jggs08bbk86q8pn/Training%20for%20safe%20and%20injury-free%20work.pptx?dl=0>

Defining Competency

1. **Knowledge:** Theories, facts, procedures, applied to a task... Must be acquired.
2. **Attributes:** Characteristic or quality possessed or nurtured within a person... Must be expressed.
3. **Skill:** Doing something well... Must be practiced.

- ◀ Observable
- ◀ Measurable
- ◀ Linked
- ◀ Transferable
- ◀ Performance-based

One of the slides explaining how competency is defined.

- **Emergency Response Drills – Preparing Forestry Crews for the Unexpected by Jordan Tesluk, BC Forestry Safety Advocate:**
<https://www.dropbox.com/s/ulq77rx7o85h64g/Safety%20Drills%20for%20Silviculture%20and%20Seasonal%20Operators.pptx?dl=0>
- **TEAAM – Technical Evacuation Advanced Aero Medical by Miles Randell, TEAAM founder and ALS Paramedic at BC Ambulance Service:**
<https://www.dropbox.com/sh/y6qh9yug4pqyhmV/AABu5TgahDRF0zl1aQVv33UXa?dl=0>
- **Marine Transportation Safety Update by Temo Scheiber, member of the Marine Forest Safety Advisory Group:**
<https://www.dropbox.com/s/ogyy1ueblpfwlu6/Marine%20Forest%20Safety%20Advisory%20Group%20-%20Timo%20Scheiber.pptx?dl=0>
- **Why Report? Using incident and close-call data to improve safety by Jordan Tesluk, Forestry Safety Advocate, with Noel Simpson, EHS Analytics:**
<https://www.dropbox.com/s/t1w7hrm2j7jfz7s/Why%20Report%20WFCa%202019%20in%20Victoria.pptm?dl=0>
- **Premier of a new video for tree planters, and new direction in injury prevention and management by Mike McAlonan and Jared Lalik of Total Physio:**
https://www.dropbox.com/sh/49hc4tn2e50dsrf/AACaZJu5Km-7N0XzR_aoPGfna?dl=0
- **Plenary Panel Presentations on The Landscape, Communities and People: Adapting to Natural Disasters in BC as the "New Normal". Presentations by Dr. Paul Hessburg Sr., USDA Forest Service, Research Landscape Ecologist; Bob Simpson, Mayor of Quesnel; and Dr. Robin Cox, Royal Roads University:**
https://www.dropbox.com/sh/9ctt1c97anw6w8x/AACrGkUS8XHJqQwZfQy_14Ysa?dl=0
- **Sexual Harassment and the Live-Where-You-Work Environment by Robin McCullough, Chair, BC SAFE Forestry Program Strategic Advisory Committee:**
<https://www.dropbox.com/s/3rkqlqicaxncyae/Sexual%20Harassment%20-%20the%20Psychology%20of%20Power.pptx?dl=0>



Day one of the WFCA's 2019 Convention and Trade Show included kicking off the event with an open meeting of the BC SAFE Forestry Program Strategic Advisory Committee (SAC). Conference attendees were able to sit in and observe the meeting proceedings, and ask committee members questions.



SAFE Companies' Regional Safety Advisor, Terry Chow, and Quality Assurance Supervisor, Martin Ridgway, talked with many forestry and silviculture contractors during the one-day trade show. The trade show is a firm favourite for the volume of booth traffic and the many safety discussions held with attendees.



Forestry safety advocate, Jordan Tesluk, wraps up his presentation on Emergency Response Drills – Preparing Forestry Crews for the Unexpected, as a group of audience volunteers carry out “an injured worker” for further treatment.



Workshops at the 2019 WFCA Convention and Trade Show with Total Physio included opportunities to learn how to use taping for rib and upper back pain as well as arms, thumbs and wrists. Videos and downloadable printed summaries are available via the WFCA (<https://wfca.ca/>) and Total Physio (www.totalphysio.ca) websites and on the BC Forest Safety Council's YouTube channel: <https://www.youtube.com/user/BCForestSafety>. The latest video for tree planters to prevent upper back and neck injuries is called “Don’t do the chicken” and was premiered at the conference: <https://www.youtube.com/watch?v=a-TOOf6u9Wo>. 🐔



Industry News

Free EHS Analytics Safety App and Dashboard demonstrated at the 2019 WFCFA Convention and Trade Show

The BC Forest Safety Council (BCFSC), in conjunction with the BC SAFE Forestry Program Strategic Advisory Committee (SAC), has embarked on a new initiative to provide forestry and silviculture employers with an advanced electronic safety reporting system. If successful, the project will be extended to other subsectors in forestry if there is demand.

The new system, currently available to SAC member companies, will make documenting and reporting easier, and provide employers with tools for viewing their safety performance and benchmarking it against their peers in the rest of their sector.

This project originated late in 2017 when the SAC, representing a cross-section of forestry silviculture employers and forestry contractors in BC, discussed the absence in the sector of meaningful data to proactively and accurately assess leading indicators of injuries and close call incidents that could assist employers in better preventing these occurrences.

As a result, SAC initiated the project with the BCFSC and technology provider, EHS Analytics, to develop a member-driven solution which is a mobile and web-based technology platform that captures and coordinates safety records and activities for users and provides simple and informative ways of assessing performance through a visual dashboard.

The early adopters in silviculture who helped shape and test the app are pleased with the results, its ease of use, privacy and security features.

The system includes electronic reporting forms which streamline and enhance the often frustrating and challenging process associated with multiple and duplicated safety paperwork. As well, the set of analytical "dashboards" provide charts and data summaries to illustrate and explain what is occurring within a company's operations.

Access to EHS Analytics is paid for by the BCFSC, and employers may use one or both parts of the system as follows:

1. They can use the mobile app and web-based forms to record all their injury, incident, and close call records. The system provides industry tailored forms that can be completed online or offline. The mobile app can be installed on most smart phones or tablets. The web-app can be accessed online for laptops or mobile devices as well. The forms automatically synchronise with a cloud database across all your devices and provide updated reporting summaries for rapid management review. Completed incidents can easily be reported via email to other parties as needed such as a licensee, and information can be automatically transferred into a WorkSafeBC Form 7 report and submitted electronically as/ if needed.
2. For those employers with their own existing reporting systems, use of EHS Forms is not required. Employers can connect their existing systems to EHS and automatically sync records to a cloud database and gain access to the full suite of analytical tools and dashboards. There are many firms in the forestry industry already linked to the EHS Analytics system this way. EHS Analytics is compatible with most leading safety management systems.

All employers, whether using the EHS Analytics Forms or those who link existing systems to EHS Analytics can use the dashboard and its full suite of tools. EHS Analytics users are able to instantly view and analyze incident report data for their own company and, should they choose to, share and compare their activity with a pool of data based on peers in their sector. Employers that generate only a small number of reports are able to view their incidents and close calls as part of a larger field of data.

As employers take steps to improve their safety programs, solid data analysis will be increasingly valuable for assessing the success of their initiatives. The use of electronic reporting tools is swiftly becoming the norm in forestry and other sectors, and more industries are moving towards collaborative data-sharing systems that help them learn from each other's experiences.

Forest Safety News will provide a follow-up later this year to share how many forestry and silviculture firms have signed up and what their experience has been. If you are in another forestry sub sector and are interested in learning more for a future pilot, please contact Cherie Whelan at CWhelan@bcforestsafes.org or call toll-free 1-877-741-1060. 📞



From left, EHS Analytics' Noel Simpson and Cory Bass set up to demonstrate the tool to companies at the WFCFA's 2019 conference and trade show in Victoria.



Forestry and silviculture contractors got to test drive the EHS Analytics reporting system.

New federal drone regulation effective June 2019

By Martin Ridgway, Supervisor, Quality Assurance

Drones have become increasingly popular for forestry-related business purposes. They can be used to assist in activities such as surveying remote areas quickly and in log yards for inventory management. However, if you are using a drone for business purposes (or research), even if it's your drone and it's the same one you fly for fun, you must get specific permission from Transport Canada.

After June 30, 2019 for most drones between 250g and 25kg in weight (total weight, including any cameras or other devices), you will need to:

- register your drone and visibly mark the drone with that registration number <https://www.tc.gc.ca/en/services/aviation/documents/infographic-how-mark-your-drone.pdf>. The registration process is at <https://www.tc.gc.ca/en/services/aviation/drone-safety/register-drone.html>. There is a \$5 fee per drone.
- Pay for and pass the online Transport Canada Small Basic Exam <https://gart.tc.gc.ca/secure/UASIMS-SGISASP/eng/take-exam/service> of 35 multiple choice questions. You will have 90 minutes to complete the exam. A score of 65% or higher is considered a pass. You will have unlimited attempts but have to wait 24 hours between attempts. When you pass, you will get a Pilot Certificate – Basic Operations. The exam is available now.
- Have your Pilot Certificate – Basic Operations and proof of drone registration when you fly
- Follow the rules of your Pilot Certificate
- Ensure no one other than you is within 30m/100ft horizontally of the drone when in flight. This includes people in vehicles or on a road.
 - » If you want to fly within 30m / 100ft of any other person, you will also need to pass a flight review with a flight reviewer (i.e. a practical competency test at a drone flight school) after passing the Small Advanced Exam and have the Pilot Certificate – Advanced Operations with you when you fly.

More information on the new rules is available from Transport Canada: <https://www.tc.gc.ca/en/services/aviation/drone-safety/find-category-drone-operation.html#basic>.

For a media article see the Vancouver Sun: <https://vancouversun.com/news/local-news/new-federal-drone-regulations-will-make-flying-more-accessible>. 📰

WorkSafeBC has a Critical Incident Response Program available to all employers and workers

At a recent meeting with a forestry stakeholder group a question was raised around what services are available to workers who witness a traumatizing event such as a serious workplace incident. One program that is available to workers and employers is WorkSafeBC's Critical Incident Response Program. Other programs may include participation in Employee Assistance Programs either directly or through a contractor, licensee or association. The BC Forest Safety Council can also provide contact information for trauma counsellors and has in the past assisted small contractors and IOOs to access such services when they have had no other resources available to them.

WorkSafeBC's critical incident response program is open to all BC workers and employers who have witnessed or responded to a critical incident in the workplace, such as a fatal or serious injury. The ideal timing to access the service is between 24 and 72 hours of an event, but no later than three weeks after an event. Participants are able to access trauma counselling services from a qualified mental health professional located in the employer's or worker's community. Providers are registered counsellors, social workers and psychologists who have specialized training to work with anyone who has been through a traumatic incident. If a local provider is not available, one can be brought in from another area.

Although exceptions may occur, the service provider is contracted by WorkSafeBC to provide short-term support in the form of a critical incident intervention, which is separate from the more extended treatment that may be necessary for some individuals.

If employers want to know more about these services, they may call WorkSafeBC at 1-888-922-3700, seven days a week between 9 am and 11 pm to speak with program staff.

Please also see: <https://www.worksafebc.com/en/claims/report-workplace-injury-illness/critical-incident-response> and a two-page summary of the program: <https://www.worksafebc.com/en/resources/claims/guides/critical-incident-response-program-guidelines?lang=en>. 📄

Seminars in Cranbrook and Castlegar signal wrap up of Construction-Initiated Slides Working Group



A sample of a road construction-initiated slide.

Continuing to increase awareness and knowledge on how best to prevent construction-initiated slides, the Construction Initiated Slides Working Group (CISWG) held two seminars for professionals on March 6 and 7 in Cranbrook and Castlegar respectively.

The seminars are the final activity of the CISWG as it has completed its mandate

to develop, share, promote and train forestry workers and professionals who are best positioned to help prevent future construction-initiated slides in BC's forest industry.

Slides initiated by road construction have been a persistent issue in industry and can be very serious with considerable human, environmental and operational costs associated with them.

CISWG, a working sub-group of the Coast Harvesting Advisory Group (CHAG), worked from 2014 to early 2019 on the issue by first examining landslides, their frequency and causes related to road construction activities, and how best to increase awareness about the issue and develop resources that can help prevent similar incidents in the future.

Key objectives included enhancing safety through improved awareness and knowledge with regards to field indicators

relating to potential slope instability, road construction plans / maps / designs, road management practices, road construction techniques as well as operational initiatives that improve worker safety on sites impacted by road construction.

To address these objectives the CISWG developed the following resources:

- CIS awareness/training package for road construction crews and supervisors, (PowerPoint and webinar)
- CIS awareness/training package for forestry personnel involved in the planning, and development of resource roads (PowerPoint and webinar)
- CIS testimonial video
- A series of CIS awareness posters and
- CIS safety articles and bulletins.

Please see all the tools that were developed here: <https://www.bcforestsafes.org/CISWG>.

If you have questions, please contact Dustin Meierhofer at meierhofer@bcforestsafes.org or call toll-free 1-877-741-1060. 📞

2019 update on WorkSafeBC's Harvesting High Risk Strategy

By Tom Pawlowski, Manager, Primary Resources, Industry and Labour Services, WorkSafeBC

WorkSafeBC is already more than a year into its 2018-2020 Forestry High Risk Strategy so it's timely to check in on where the strategy

is at and look for any discernible trends and findings coming out of the inspectional activities. It's also good for industry to get a pulse check on its safety and compliance record, see where the main problems exist, and know what to anticipate when a WorkSafeBC officer's vehicle pulls up to a cutblock.

WorkSafeBC's High Risk Strategies identify and target industries and employers with a high risk of serious workplace injury and high injury rates. Overall the injury rates across all industries in BC are the lowest they've been historically, at 2.2 time-loss claims per 100 people in the workforce. So while we're seeing continuous improvement in safety trends,

some industries demonstrate higher level of risk and much higher injury rates. For example, while the forestry sector injury dipped to 4.7 in 2017 (2018 statistics will be available in July), it is still more than twice the provincial average.

Based on the higher than average incidence of serious injuries and work-related deaths, WorkSafeBC's High Risk Strategies focus prevention resources on four industry sectors: construction, forestry, health care, and manufacturing. Additionally, in 2019 WorkSafeBC has put forward 13 separate prevention initiatives that target specific risk areas, for example, crane operations, oil and gas, confined spaces, and asbestos, to name a few.

Continued on page 6...

Industry News

Continued from page 5...

Forestry High Risk Strategy focuses prevention on five areas

The current three year Forestry High Risk Strategy aims to focus prevention efforts on five areas of operations that have the highest risk of injury as shown through claims statistics: manual tree falling, log transportation, cable yarding, mechanized harvesting, and silviculture. There is additional focus on adequacy of emergency response planning (ERP) in all operations being inspected. Hearing loss prevention and construction related roadside debris are also addressed by WorkSafeBC officers in their inspections as appropriate.

What controls do you have in place to prevent phase congestion at your workplace?

While proper planning and conducting of forestry operations has always been part of the inspectional lens, in 2019, WorkSafeBC officers are specifically looking for any indication of poor phase integration, which may result in phase congestion and the resulting increased risk to workers. Their focus is to see whether the employer, prime contractor, and the workers on the ground, understand how phase congestion increases the risk of serious injury and fatality, and whether critical controls to prevent phase congestion have been successfully implemented at the worksite.

Forestry inspection numbers in 2018 and 2019 YTD

Looking at last year, in 2018, WorkSafeBC conducted a total of 1995 workplace inspections under the Forestry High Risk Strategy, issuing 1374 orders, out of which 190 were associated with potentially high risk violations. There were also 50 warning letters sent to employers and 14 penalties imposed. The top five regulatory provisions from the Occupational Health & Safety Regulation (OHSR) cited in inspection reports had to do with the requirement for proper planning and conducting of forestry operations (OHSR s.26.2), requirement for hearing tests

(OHSR s.7.8), securing of tools inside mobile equipment (OHSR s.16.35), inspection of cab guards (OHSR s.26.65), and providing of appropriate first aid equipment and services (OHSR s.3.16).

So far this year (up to February 27, 2019) there were 239 forestry inspections, with 156 orders issued, one stop use order, 23 citation warnings, and two warning letters.

Top 10 OHSR sections cited in orders across all forestry operations

The top 10 OHSR sections cited in orders issued under the Forestry High Risk Strategy since the beginning of January 2018 to the end of February 2019 are listed in the table below.

s16.35 Securing tools and equipment inside mobile equipment	The operator must maintain the cab, floor and deck of mobile equipment free of material, tools or other objects which could create a tripping hazard, interfere with the operation of controls, or be a hazard to the operator or other occupants in the event of an accident.
s7.8 Hearing tests	If workers are exposed to noise that exceeds noise exposure limits, then the employer must give these workers an initial hearing test as soon as practicable after employment starts, but not later than 6 months after the start of employment, and a re-test at least once every 12 months after the initial test.
s3.16 Basic first aid requirements	The employer must provide for each workplace such equipment, supplies, facilities, first aid attendants and services as are adequate and appropriate for promptly rendering first aid to workers if they suffer an injury at work.
s26.2 Planning and conducting a forestry operation	Every person who has knowledge and control of any particular activity in a forestry operation must ensure that the activity is both planned and conducted in a manner consistent with this Regulation and with safe work practices acceptable to the Board.
s26.65 Cab guard inspection	The operator of a log transporter must inspect the cab guard before the start of operation on the shift and record the results of this inspection.
s26.68 Log load binders	Each binder and attachment must have a breaking strength of at least 53 kN (12,000 lbs).
s26.65 Cab guard	The cab guard of a log transporter must be permanently marked with the name and address of its manufacturer, the model number or serial number of the cab guard, and the rated capacity of the cab guard; alternatively, the operator must carry a letter signed by the manufacturer or a professional engineer, which accurately describes the cab guard and certifies its model number or serial number, along with its rated capacity.
s3.17.1 Air transportation	If air transportation is the primary or only method for transporting an injured worker, then before the start of operations in a workplace, arrangements must be made with an air service to ensure that an appropriate aircraft is reasonably available to the workplace during those operations. These arrangements must include procedures for the employer to determine the availability of appropriate aircraft before the start of each work day and for the air service to notify the employer if an appropriate aircraft ceases to be available. Further, a system must be provided that enables the pilot of the aircraft and the first aid attendant attending to an injured worker to communicate at all times when the aircraft is in transit to the location of the injured worker and during transport of the injured worker to medical treatment.
s26.4 Notice of project	Not more than 30 days and not fewer than 24 hours before the start of work at a workplace, the owner for whom the work is being done must ensure that a notice of project is provided to the nearest WorkSafeBC office.
s16.17 Escape from a cab	Mobile equipment with a single cab entrance door must have an alternate means of escape that is clearly marked both inside and outside the cab and which can be opened from both the inside and outside without the use of tools.

Please note that these are just short interpretations of select regulatory provisions from the Occupational Health and Safety Regulation (OHSR) and are provided here in abbreviated form to indicate what shows up most often in inspection orders. All workplace parties with obligations under the Workers Compensation Act and OHSR are responsible for compliance with all the legal and regulatory provisions in their full and official version. You can access the Occupational Health and Safety Regulation and all applicable policies, standards, and guidelines, along with information about the High Risk Strategy at www.worksafebc.com.

2019 update to the WorkSafeBC Manufacturing High Risk Strategy

WorkSafeBC'S High Risk Strategies identify and target industries and employers with a high risk of serious workplace injury and a significant contribution to the serious injury rate. In 2018, WorkSafeBC adopted a three-year High Risk Strategy development cycle for Manufacturing. Based on the work done to date for the 2018–2020 development cycle, there are additional focus areas for 2019 that have been identified within the Manufacturing High Risk Strategy. You can read about those updates and more on WorkSafeBC's web pages for the High Risk Strategy for

Manufacturing: <https://www.worksafebc.com/en/about-us/what-we-do/high-risk-strategies/manufacturing> and Industry Initiatives: <https://www.worksafebc.com/en/about-us/what-we-do/industry-initiatives>.

In a letter out to industry, WorkSafeBC's Prevention Field Services Director, Dan Strand, explained that officers would continue to perform inspections relating to safety-management systems, focusing on the serious injury and fire and explosion risks that are most prevalent with each employer or industry.

"In 2019, we have added an additional focus on preventing slips, trips, and falls. Our data shows that they occur across all classification units within the manufacturing sector. Factors that contribute to slips, trips, and falls are often seasonal or indirectly related to the manufacturing process. We plan to survey employers and workers to ensure we provide effective slip, trip, and fall prevention resources."

If any sawmill, pellet mill or shake mill has any questions about WorkSafeBC's high risk strategies for manufacturing, please call WorkSafeBC's toll-free prevention line at **1-888-621-7233** and you will be directed to the appropriate manager.



Work-Related Deaths & Injuries

There has been one direct harvesting fatality in 2019 year to date

On February 11, 2019 a worker was fatally injured when the pickup truck he was working on moved unexpectedly and he was run over. The incident occurred in the 100 Mile House area.

This is the fourth fatality in the last three years where a worker has been struck or run over by a vehicle that they were working on. This is the first harvesting fatality of 2019. Please see the safety alert: <http://www.bcforestsafes.org/node/3280>

Our condolences to the family and friends of the deceased and our sympathies to all those affected by this incident.

Recent work-related incidents reported to WorkSafeBC

The following sample of work-related incidents recently reported to WorkSafeBC may help you to prevent similar incidents in your workplace.

HARVESTING

Injury Type: Fractured vertebrae

Core Activity: Dry land sort

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2019-Feb

The operator of a log loader fell while stepping onto the log loader's track. The operator landed on the asphalt surface below. The operator was treated on site by a Level 3 first aid attendant, then transported to hospital by ETV.

Injury Type: Amputation injury

Core Activity: Shake block cutting

Location: Interior B.C.

Date of Incident: 2019-Feb

After completing maintenance on a drive conveyor tail spool, a worker was caught in the moving equipment.

Injury Type: Soreness (1 worker)

Core Activity: Log hauling

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2019-Feb

An empty highway log truck and a loaded highway log truck met on a corner. The empty log truck braked to prevent a collision and slid off the low side of the road, coming to rest in a creek below.

Injury Type: Fractured rib, multiple contusions

Core Activity: Logging road construction or maintenance

Location: Interior B.C.

Date of Incident: 2019-Feb

A worker was conducting maintenance on an excavator, with the machine's hood up. The hood fell, striking the worker.

Injury Type: Soft-tissue injuries, bruising

Core Activity: Log booming or marine log salvage

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2019-Feb

In bad weather, a young worker climbed a bow ladder on a log barge in a remote heli-water-drop forestry operation. The worker fell off the ladder and landed on boom sticks (logs on the water) about 10 feet (3 m) below. The worker received first aid on site, then was transported to hospital by helicopter.

Injury Type: Internal injuries (1 worker)

Core Activity: Integrated forest management

Location: Interior B.C.

Date of Incident: 2019-Feb

While spotting for a grapple yarder, a new and young worker was struck by a log when the operator of the yarder started to pull the log downhill with the grapple.

Injury Type: Injuries to head

Core Activity: Cable or hi-lead logging

Location: Interior B.C.

Date of Incident: 2019-Feb

A faller completed falling cuts on a cedar tree (8 inches in diameter). As the faller moved away from the tree, a second tree (5 inches in diameter), about 35 feet upslope, fell without warning and struck the faller.

Injury Type: Laceration, bruising

Core Activity: Integrated forest management

Location: Interior B.C.

Date of Incident: 2019-Jan

A worker at a forestry operation was operating a chainsaw and bucking the top off a wind-felled tree when the bucked-off section of the tree swung and struck the worker. The worker received first aid treatment at the worksite and was then transported to hospital by ETV.

Injury Type: Concussion, fractured vertebra

Core Activity: Manual tree falling and bucking

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2019-Jan

A worker was falling timber in a remote forestry operation. While attempting to overcome a falling difficulty by falling two hung-up trees, the faller was hit by a portion of another dead (stubby) tree. First aid was administered at the incident scene and the worker was then transported to a medical clinic by helicopter.

Injury Type: Close call

Core Activity: Mechanized tree falling

Location: Vancouver Island/Coastal B.C.

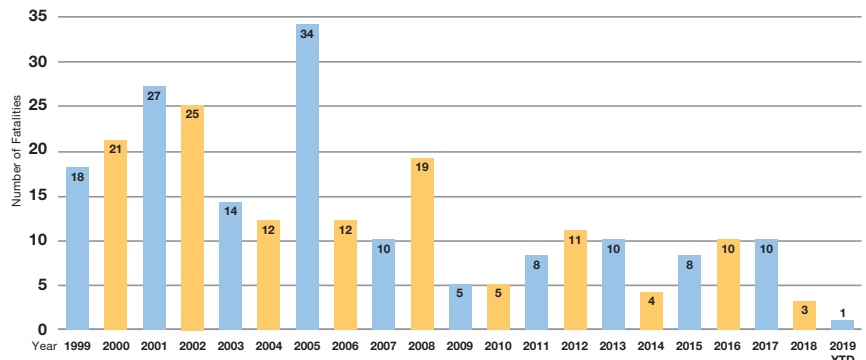
Date of Incident: 2019-Jan

A feller buncher machine was falling two trees at the same time. The larger tree fell out of the grab arms and contacted a 25 kV power line. The operator moved the machine away from the area and waited for clearance from the utility owner. No injuries occurred.

Injury Type: Contusions

Core Activity: Manual tree falling and bucking

WSBC Accepted Harvesting Work-related Death Claims



This information represents the number of work-related deaths by year in harvesting in BC, up till March 11, 2019.

Location: Interior B.C.

Date of Incident: 2019-Jan

A faller was hand falling two limb-bound trees when one of the trees broke off the stump and fell 90 degrees from the intended falling path. The falling tree struck and bounced off an adjacent standing tree, creating a whiteout condition from the snow in the canopy. The redirected falling tree struck and pinned the faller. The faller was transported to hospital via emergency transportation vehicle (ETV).

Injury Type: Fractured leg

Core Activity: Cable or hi-lead logging

Location: Northern B.C.

Date of Incident: 2018-Dec

A worker at a grapple yarding operation was spotting (guiding) a log. The grapple yarder inadvertently picked up two logs, one of which was an unseen log buried under snow. The unseen log, which was longer than the other log, struck the worker in the leg. The worker was airlifted to hospital by helicopter.

Injury Type: Close call

Core Activity: Integrated forest management

Location: Interior B.C.

Date of Incident: 2018-Nov

A feller-buncher was falling trees adjacent to a 25 kV power line. The top of a tree being cut broke off and contacted the power line, knocking it off three power poles.

MANUFACTURING

Injury Type: Smoke inhalation (3 workers)

Core Activity: Sawmill

Location: Interior B.C.

Date of Incident: 2019-Feb

A short, small-diameter log fell into the main chip conveyor at a sawmill. Friction at the head spool caused the log and conveyor belt to ignite. Three workers experienced minor smoke inhalation while extinguishing the fire.

Injury Type: Multiple injuries

Core Activity: Sawmill

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2019-Jan

A worker was struck by a packaged load of lumber at the outfeed of a package press. 🚧



Emergency response drill rescue practice is critical

By Martin Ridgway, CRSP, Supervisor,
Quality Assurance

An Emergency Response Plan is only effective if it works. To work it needs to be tested regularly and updated. Always include a back-up plan to the plan when things the plan relies on are not available due to mechanical failure, weather changes, or one or more people off sick.

One of the annual safety requirements for any company is a rescue drill. Walking outside to the muster area is a very low value drill, so many companies realize that a reasonable scenario of someone being hurt and/or trapped is far more useful to practice on, especially in high risk work places. This is actually given in the Regulation 32.2 (item 2 most importantly). See <https://www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-regulation/part-32-evacuation-and-rescue> (Note that Reg 32.7, 32.8 and 32.9 are also highly applicable to both forestry and sawmills.)

In most cases, it is not recommended to use an actual person as the simulated patient. There are many stories of the volunteer patient being dropped, punctured, submerged or run over during the drill, which can understandably discourage having meaningful drills. While many rescue dummies are commercially available, they can be costly.

A much cheaper alternative is to create a very simple home-made rescue dummy. Consider:

- The body is a 5-gallon pail or keg or small drum, filled with something heavy (sand, scrap metal parts, etc.)
- Each limb is a spill sock duct taped, stapled or screwed to the pail in an appropriate location. A small stick could be duct taped to the sock to make it rigid. If we wanted a simulation with a broken leg, we could snap a stick.

- Old boots can be used for feet and old gloves for hands.
- The head can be a ball or balloon, tied or duct taped in place on the lid of the pail. We used a yellow balloon, drew a face on it and named the dummy Homer. Popping the balloon during practice was a 'fatality' and a failure of the drill. Seasonally, the right used jack-o-lantern could also be re-purposed for a while.

In one of my previous jobs, our "Homer" had a rougher life than anyone voluntold into being a rescue patient could survive. He got stabbed, hung upside down in machinery, electrocuted, left unconscious outside overnight and run over. We used ketchup liberally on the stab wounds one time and found that after Homer was in the first aid room, most of the Attendants and supplies were heavily contaminated with 'blood' and that people needed more training on how to safely take gloves off.

The fact that the dummy is only a rough approximation of a patient does not matter much, because it is far better than no dummy at all. While most attendants and workers may go decades without seeing a serious injury, it doesn't take much for things to go sideways in the woods or in the mill. Many of the crew got right into it, giving Homer clothing, scars and tattoos as well as very lively back stories on his lifetime of bad luck. It was almost sad when he got his new torso after a few seasons.

Overall, the message is to have meaningful rescue drills, not hurt anyone involved in the drill, prepare just in case something goes bad, and most importantly, have fun with it so people build muscle memory and confidence to handle a real emergency better individually and as a team. 🍷

Updated 2019 audit templates on web site

IOO, ISEBASE / SEBASE and BASE audit templates on the web site have all been updated to show 2019 on the title page, footer and contents. Please always download and use the current version each year. See: <http://www.bcfestsafe.org/safeco-audits>. Hard copies can also be mailed via Canada Post upon request. Call toll-free 1-877-741-1060 or email safeco@bcforestsafe.org. 🍷

More tips for small employer audits



By Terry Chow,
RPF, P.Ag.,
Regional Safety
Advisor

To build on February's issue, we will begin to look at some of the content in the Small Employer audits, the majority of which is based on WorkSafeBC Regulations and Guidelines.

Company Profile – Personnel Count

Continuing with the Company Profile, it is important to indicate or check-off the type of work activities your company undertakes to support the incentives(s) for your company's Classification Unit(s). Also in the same section, the Personnel Count per Month should be completed for your

Invite to SAFE Certified IOOs to tell us what would help you most re safety in field

Following review and analysis of the Forest Safety News survey, we are providing an open invitation to all Individual Owner Operators (IOOs) to tell us what SAFE Companies could do to provide you with more or better safety information tailored to your needs. While several IOOs commented about needing services/information/materials tailored to their IOO needs, no details were shared that could help us respond appropriately to create those materials to better support IOOs. So please, tell us more. This is an open invitation to all IOOs to drop us an email on what resource/tool/information you wish for most to best help support you and your safety. Email Martin Ridgway at ridgway@bcforestsafe.org or call toll-free 1-877-741-1060. 🍷

audit period, which is the 12 months before your audit date. So if your audit due date is May 31, 2019 your personnel count should be from June 2018 to May 2019. Total personnel count = owners + management + supervisors + workers + workers of dependent contractors. The personnel count is used to confirm your company's audit size and the months the company was operational for items such as safety or pre-work meeting minutes.

Corrective Action Log

The Corrective Action Log (CAL) is used to track questions from the previous audit where a point was not awarded (referred to as Recommendations) and where improvements could be made, but a point was still awarded (referred to as Continual Improvements). A copy of the previous year's CAL is included in the Results Letter your company receives after the audit has been reviewed and passed. If you don't have a copy of your CAL and results letter, please contact the BC Forest Safety office and we can email another copy to you. The CAL is an excellent way to track improvements needed for your company's safety program and forestry operations (e.g. more inspections, assessments and maintenance) that the company employees and supervisors identify, but these items do not need to be included in the audit.

Worker Training List

The worker training list or similar spreadsheet is used to track and ensure that all the company employees have the appropriate training and certifications including BC Driver's Licence class; first aid certification (e.g. Level 1 and 3); S100 or S100A – fire suppression and other wildfire courses; WHMIS; supervisory; and other related forestry and safety training (e.g. Wildlife Danger Tree assessor, blasting, surveyor). The training list should be updated on a regular basis to include new workers and their training; and updating existing employee's training with the date completed and expiry dates of certifications.

Policies

There are three policies that are required to be submitted with certification and re-certification audits, Health and Safety; Discipline; and Personal Protective Equipment (PPE). The Health and Safety policy states the company's commitment to safety. It is preferred if the Health and Safety policy is reviewed and signed by management or ownership every 3 years on re-certification audits. The Discipline policy should be progressive. The PPE policy should describe in the detail the PPE requirements (e.g. caulked boots) and what the employee is responsible for providing. Many companies also have Workplace

Bullying and Harassment policies; Drug and Alcohol policies; and many other policies but these other policies are currently not required to be sent in with Small Employer audits.

Emergency Response Plans (ERP)

A company should have a site specific ERP with a location description including GPS coordinates; access description; first aid attendants on site; location and type of first aid kits; emergency contact phone numbers and radio frequencies (channels); and an ERP with procedures for fire, injuries, fatalities and natural disasters. Natural disasters should include events that could occur in the company's area of operations including avalanches, erosion, landslides, flooding; tsunamis; and extreme weather events (e.g. heat, cold, heavy rain). Other procedures that have been included with the ERPs are maps; evacuation routes and procedures for helicopter, crew boat and road; and pre-medivac notification to helicopter companies of where work is happening that day and what the coordinates of the applicable helipads are.

The ERP has links to other parts of the audit including the first aid assessment which is used to determine the first aid supply and attendant requirements and working alone or in isolation procedures. 📍

Tips to help the 1,200 companies sending in an audit by June 2019

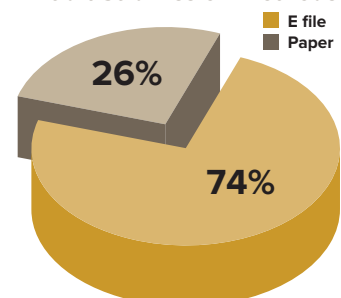
If your SAFE certificate date is any time in January through June, you are one of 1,200 companies due to complete an audit by June 30 this year.

Before starting your audit, please review these steps to help prepare for a quick and easy audit process:

1. Who will perform the audit? Is the person a permanent employee? Has he/she taken the appropriate auditor training or refresher training? Was this training completed within the past three years so that a successful SAFE audit can be recommended for the WorkSafeBC Certificate of Recognition (COR) incentive? If you don't want COR, then only initial auditor training is required.
2. Gather the company's written safety plans, procedures and other safety related documents so they are easy to refer to while completing the audit.
3. Choose the right audit document to complete for the size of company here: <http://www.bcforestsafesafe.org/safeco-audits>
4. Answer every question. If you leave a question blank, it is scored zero. If you do not pass (80% score or better) but still score above 70%, BCFSC will follow-up with you to allow you to address the deficiencies.
5. Set corrective action log (CAL) priorities based on level of hazard starting with the largest risk first. Review the CAL from last year's success letter and update if needed, assigning due dates and who is responsible. Include immediate action items as well as additional items for continuous improvement.
6. Completed audits can be uploaded, emailed to audit@bcforestsafesafe.org, couriered, mailed or dropped off at our Nanaimo office. Uploads ensure the fastest turn-around: <http://app.bcforestsafesafe.org/upload/>
7. To check if your audit has been received, see the list which is updated every Friday: http://www.bcforestsafesafe.org/other/who_is_SAFE/SAFE_Companies_audits_submitted.pdf
8. If you have an email address on file with us, you will receive your audit results via email. If you made a paper submission, a letter will be mailed to you via Canada Post. The average turnaround time is six weeks, but may be longer during peak periods such as after June 30th.

If you have any questions about your certification requirements, please call SAFE Companies toll-free **1-877-741-1060** or email safeco@bcforestsafesafe.org. 📍

Audit Submission Methods



Over the last five years electronic submission of SAFE Company audits has increased from less than 45% to 74% which ensures the fastest turn-around.



Transportation

Resource Road Maintenance Guideline has been finalized

The draft Resource Road Maintenance Guideline document has been updated and finalized, based on input from stakeholders following use of the draft guideline during an 18-month pilot period. You may view or download the final document here: <http://www.bcforestsafesafe.org/node/3025>.

The purpose of the guideline is to provide industry with a resource for implementing a road maintenance program that ensures that resource roads are maintained for safe operations. The need for a specific focus on log hauling has been identified as the configurations, weight and maneuverability of log trucks increases the risk of incident when roads are not maintained adequately to provide safe operations. 🚚

Northern Road Health Coalition holds strategy session to discuss priorities

Members of the Northern Road Health Coalition met March 5 this year in Prince George to discuss priorities for road health work across sectors. The strategy session included representatives from Northern Health, RCMP, Ministry of Transportation, Ministry of Forests, Land, Natural Resource Operations and Rural Development, ICBC, Shell Canada, CVSE, BC Coroner's Office and the BC Forest Safety Council.

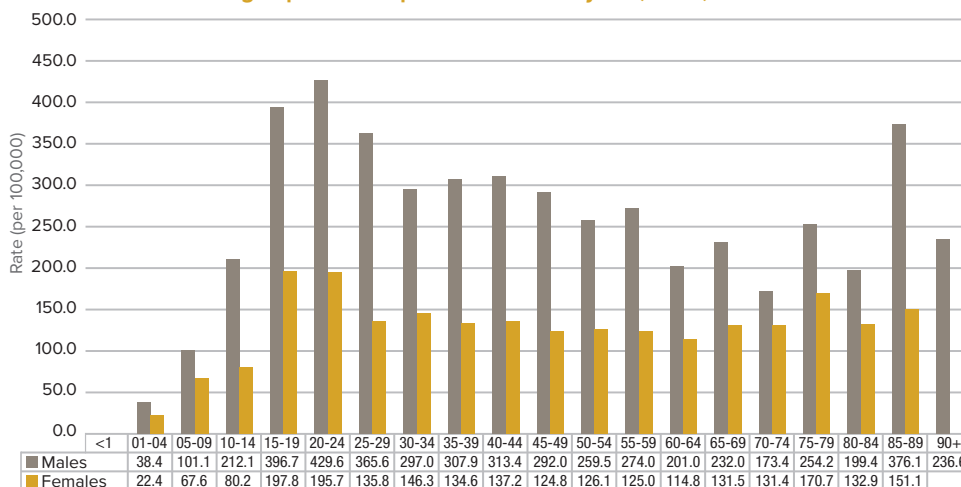
The data informing the groups' key initiatives includes review of two key metrics: fatalities and hospitalizations (defined as a minimum overnight stay in hospital). Over the past 14 years transport related incidents have been the leading cause of mortality in the northern interior, 231% higher than other regions of the province, with 72% of those deaths being males and 28% females.

The northern interior has also seen 8,412 hospitalizations due to transportation related incidents. Of those hospitalizations: 69.1% were male (5,813) and 30.9% were female (2,599).

Rate of transportation-related hospitalizations is 76.1% higher than the rest of BC

Males aged 20-24 had the highest rate (429.6 per 100,000) while youth + young adults (15-24) accounted for 22.2% (1,865). Motor vehicle occupant was the most common cause at 44.2% (3,720). 🚗

Age-specific hospitalization rate by sex, NHA; 2002-2016



Recent news clippings worth noting

No serious injuries in head-on logging truck incident near Salmon Valley

Jan 23, 2019 morning head-on collision involving two logging trucks closed Highway 97. No serious injuries were reported, no details of what happened, other than extensive damage to both logging trucks:

<https://www.myprincegeorgenow.com/93181/breaking-highway-97-shutdown-near-salmon-valley-due-to-crashcorr2/>

Logging truck hits CP overpass in Kamloops

A logging truck could not clear its load under the overpass and caused damage to the structure resulting in a leaking pipe and temporary road closure as crews worked to unload the load:

<https://www.kamloopsmatters.com/local-news/logging-truck-hits-cp-overpass-in-kamloops-1217030>

Cab guards are supposed to protect truckers from the deadly impact of a load

Story by The Star Vancouver's Michael Mui on cab guards and what they can and can't do with the G-forces of loads and sudden deceleration: <https://www.thestar.com/vancouver/2019/01/31/stronger-barriers-were-supposed-to-protect-bcs-truckers-from-the-deadly-impact-of-a-sliding-load-they-arent.html>

Commercial trucking advocates in Alberta push for mandatory electronic logbooks in Canada

Following the Humboldt tragedy, renewed calls for mandatory electronic logbooks and other measures: <https://globalnews.ca/news/4908461/trucking-electronic-logbooks-canada/>

National truck training standard promised by January 2020

<https://www.trucknews.com/transportation/national-truck-driver-training-standard-promised-by-2020/1003089533/>. 🚚

2019 Spring Safety Days focus on log hauling ergonomics, electronic logs and Switchback

Thanks to the planning and support of licensees, the annual spring safety and log trucker driver appreciation events are in the planning stages! Each year, log truck drivers, contractors, and supervisors are invited by licensees to attend these special events to say thanks for the hard work and to help promote improved safety performance.

The following events are currently scheduled with topics being selected based on log hauler feedback, emerging trends and injury statistics. In previous years, topics have included anatomy of a rollover, fatigue awareness and distracted driving.

Date	Licensee host	Venue	Topic
April 24	Interfor	Grand Forks Curling Rink	Log Hauling Ergonomics
April 25	Interfor	Nakusp Community Centre	Log Hauling Ergonomics
April 26	Interfor	Adams Lake Quaaot Lodge	Log Hauling Ergonomics
May 1	Weyerhaeuser	Princeton Riverside Centre	The Truth About ELOGS Log Hauling Ergonomics
May 3	Cariboo Chilcotin Truckers Compliance Committee (CCTCC)	Williams Lake Longhouse	The Truth About ELOGS
May 6	Gorman Group	Vernon Prestige Lodge	The Truth About ELOGS Switchback
May 15	West Fraser	100 Mile House Valley Room	Log Hauling Ergonomics

If you would like to host a similar safety event or would like to learn more about these safety topics and presenters, please contact transportation@bcforestsafesafe.org or call toll-free **1-877-741-1060**.

WorkSafeBC releases report on 2015 fatal logging truck incident in Hope area landslide

<https://www.worksafebc.com/en/resources/health-safety/incident-investigation-report-summaries/logging-truck-swept-off-road-by-landslide?lang=en>

The BC Forest Safety Council (BCFSC) files Freedom of Information requests to secure copies of all investigation reports done by WorkSafeBC as well as the Coroner's Service, related to forestry workers' fatalities.

The BCFSC then reviews these reports and updates previously issued fatality alerts with new and detailed information as revealed through the two authorities' investigation findings.

The principle for sharing is simply that the more information that is known, the better the opportunity to help prevent similar fatalities in the future.

New ad promotes seatbelt use among log truck drivers

All the research is clear: wearing seatbelts on all roads in all vehicles and machines, save lives, whether you are the driver or the passenger. Among log truck drivers in BC, the latest self-reporting stats in BC Forest Safety Council surveys show that while 75% of log truck drivers say they wear their seatbelts, 25% say they don't, which puts each of those who don't at higher risk of serious injury or worse in any upset condition. So check in with your drivers, your friends and family members and remind them why it's important to wear a seatbelt. Consider the benefits of wearing seatbelts:

1. You greatly increase your chances of going home safe to your families and loved ones
2. You have less chance of dying or suffering life-altering injuries
3. You have an increased chance of staying in control of your vehicle in a motor vehicle incident
4. You reduce the risk of unsafe behaviours (reaching for a thermos or other items while moving) and
5. You have a greater chance of reducing the seriousness of injuries that can lead to losing your livelihood.

75%* of log truck drivers wear seatbelts.

What do your fellow drivers know that you don't?

BUCKLE UP.

LEARN MORE @ www.bcforestsafesafe.org/node/3279

(*self-reported in recent surveys of log truck drivers by the BCFSC.)



BC Forest Safety

Safety is **good** business

Buckle up – it can save more than your life! The new ad (shown here) will run for the first time in the Spring edition of the Truck Logger Association's Truck Logger BC magazine.

See more resource tools here: www.bcforestsafesafe.org/node/3279.



Talking safety at First Nations forestry career fairs

The BC Forest Safety Council's training department attended three BC First Nations Forestry Council career fairs in Nanaimo, Kamloops and North Vancouver in February and March 2019.

The department's participation is part of their ongoing outreach and information sharing on the importance of safety in all forestry occupations, and especially for new young workers considering careers in forestry.

Gary Banys, Training Coordinator attended the session in Nanaimo and Allison Thompson, Training and Standards Manager, attended the sessions in Kamloops and North Vancouver.

"In Kamloops I was able to speak with about 80 people at the booth and the audience included fallers, truck drivers, mill workers, students, funders and school representatives from a broad area including Kamloops, Williams Lake, Ashcroft, Salmon Arm and Penticton," said Allison.

"It was good to meet and talk with so many future forestry workers and plant the seed about the importance of safety, no matter what career they take. Sharing stories about my first job in forestry using resource roads without instruction or training and how I am watching my kids begin their careers and what safety means, there is nothing more important for a community and a family than to see their young people return home safe each day," said Allison.

The BC Forest Safety Council thanks the BC First Nations Forestry Council (BCFNFC) and Lisa Luscombe, workforce and industry relations program manager at BCFNFC, for making the events possible and for all the support in helping to share and promote the importance of safety in forestry. 🌲



The BC Forest Safety Council booth at one of three recent First Nations forestry career fairs held in Nanaimo, Kamloops and North Vancouver.

FREE webinar: preventing collisions with wildlife



Thousands of vehicles collide with wildlife each year in BC. In addition to the grave consequences for the animals involved, these collisions often result in injuries and trauma to the drivers, extensive damage to vehicles and lost productivity.

Road Safety At Work, in collaboration with the BC Conservation Foundation's Wildlife Collision Prevention Program (WCPP) and the BC Forest Safety Council (BCFSC), is presenting a free one-hour webinar on April 24, 2019, starting at 10 am. Presenters, Gayle Hesse, program coordinator with WCPP, Gerard Messier, Director of Training and Program Development at BCFSC, and Rick Walters, Fleet Safety Program Manager at Road Safety At Work will explore:

- The frequency, cost and consequences of collisions with wildlife in BC
- Where and when these collisions tend to take place
- Strategies and processes employers can implement to reduce risks
- Practical measures and driving tips that drivers can apply to prevent collisions with wildlife.

To register, please go to: <https://roadsafetyatwork.ca/events/webinar-preventing-collisions-with-wildlife/> and click on the orange "Register" button. 🌲

Supervisor Talk:

Finding enough time to be an effective supervisor

By Gerard Messier, RPF, CRSP



“Dear Supy,
There aren't enough hours in the day to do everything that is required to be a good supervisor. I haven't figured out how to clone myself so any tips or advice for me to help save some time?”

Nick No-time ”

information? Voice recording or voice to text apps are much faster than writing something out in a journal. Just make sure that you have a system for organizing your recorded information and can retrieve it when needed.

Hi Nick, thanks for your question. The number one concern among supervisors of forestry operations is how to fit in all the necessary tasks that need to be completed every shift. Most supervisors are aware of their responsibilities and duties but they lack the time to complete them all. Fatigue is a real concern as most supervisors are up early and go to sleep late. The time it takes to complete documentation and travel to and from various worksites is often brought up as the main areas where time is spent.

So what can a supervisor do to save some time and do the job more effectively?

- Documenting daily activities and conversations in a daily journal is important for due diligence reasons but have you thought of other ways to capture that

- Do you have a team to support you? All supervisors will be overwhelmed at some point and it's good to have someone available to help carry the load. This could be an experienced worker that you've spent some time mentoring, a supervisor from your company who isn't quite as busy or maybe it's even your boss or manager who can help out in the short term until things calm down. Set up these relationships ahead of time before things get too busy.
- Many supervisors are already using electronic forms on their tablets or phones. Some of these forms even have a voice to text function so you don't have to spend any time typing. There are several apps and companies out there that provide this

service. Do some research and you should be able to find a cost effective solution that will streamline your documentation.

- Are you completing multiple forms that have the same purpose? Look critically at the forms that you are completing and try to eliminate or combine documentation if you can. Suggest improvements to forms if you see areas that can be improved upon.
- Driving takes up a major chunk of time for most supervisors. Try planning two or three days ahead to minimize the back and forth driving that you have to do for work. Driving does take time but don't be tempted to speed or multi-task when driving. Remember that incidents and injuries are the biggest waste of time for a supervisor, especially if you're the one injured.
- Use technology to your advantage. There are apps that can calculate log deck volumes for you by simply taking a picture of the deck. Some supervisors use drones with cameras to inspect blocks and hard to access areas.

Good supervisors are hard to find. Companies that are able to support their supervisors and provide a good work-life balance will have an advantage when it comes to recruitment and retention. What other time savers have you seen or used that could help others? Send us an email at messier@bcforestsafesafe.org. 🌲

Upcoming training

If you would like to see how a training course can meet your organization's needs, please let us know. We are committed to working with you to find the right training solution. We may be able to tailor a program to your specific needs and deliver it in a way that is most convenient for your operations.

Scheduled training for the next few months

(does not include tailored sessions):

Felling Supervisor training

April 8 Prince George
June 10 Campbell River

Basic Incident Investigation training

April 12 Vernon
April 26 Prince George
May 24 Cranbrook
May 24 Kamloops
June 12 Langley

Forest Supervisor training

Module 1: Due Diligence: 2 days (1)

Module 2: Communications: 1 day (2)

Module 3: Leadership & Professionalism 1 day (3)

April 10 Vernon (1)
April 24 Prince George (1)
May 22 Cranbrook (1)
June 10 Langley (1)
April 15 Castlegar (2)
May 9 Prince George (2)
May 9 Vernon (2)
June 13 Cranbrook (2)
April 16 Castlegar (3)
May 10 Prince George (3)
May 10 Vernon (3)
June 14 Cranbrook (3)

Internal Auditor BASE 4 Workshop

April 25 Richmond
June 13 Richmond

Individual Owner Operator OHS and Refresher training

April 27 Teleconference
May 25 Teleconference
June 22 Teleconference

Joint Health and Safety Committee training

April 1 Nanaimo
May 13 Prince George
May 13 Vernon

Small Employer OHS and Refresher training

April 11 Prince George
May 9 Nanaimo
June 4 Castlegar
June 6 Vernon

View the 2019 training calendar here: www.bcforsafesafe.org/fscapps/calendar/calendar.php. Please check back often as course dates may change if there is insufficient participant enrollment. All training is offered on a not for profit, cost-recovery basis. Email training@bcforestsafesafe.org or call toll-free **1-877-741-1060** for general information, or email Gary Banys at banys@bcforestsafesafe.org to answer any questions you might have about course content and/or about tailoring courses to meet your company's needs at a location of your choice. 🌲



Talking about glading ...

By David Adshead, Falling Safety Advisor, who has visited active glading sites near Golden and Revelstoke



Following the previous edition of Forest Safety News, we received a number of phone calls from fallers and other readers wanting to find out more about the practice, as well as trap trees.

We asked Falling Safety Advisor, David Adshead, to share his responses here for everyone's benefit.

Where does the term, glading, come from?

I hope to shed light on some of the questions around glading, which leads me to the definition of Glade; "an open space in a forest" with origins from old Norse (glaor) and Middle English (glode) "bright space in a wood".

What is the definition of glading?

Glading is an alpine skiing term for skiing through trees off trail. The activity of glading is the enhancement of skiing lines through forested areas on ski hills and back country tenures.

Glade skiing is popular for several reasons. Forested areas reduce exposure to the avalanche hazards of open areas, are typically lower in elevation and are in a separate risk and avalanche rating than above tree line slopes.

Skiing in the trees is attractive because the snow conditions are often pristine since the forest shelters the snow from sun and wind. The trees are also better for low visibility conditions such as white out or heavy snowfall. Many people also like the peaceful solitude and feeling of being in the trees rather than in wide open areas.

How do fallers go about glading?

The process of glading – creating or enhancing openings in the forest for ski lines – starts with identifying appropriate areas, planning the work and applying for a cutting permit, similar to other forestry operations.

Removing timber for glading comes with strict parameters regarding how much timber, type and size of timber and size of openings. Crews tie natural openings or glades together to enhance the flow of a skiing line by targeting danger trees, low wildlife value dead trees, and some low value merchantable trees. The goal is to keep with the natural fall line while not creating straight lines down the slope that increase avalanche risk and lose the benefits of glade skiing. Factors considered include wildlife habitat values, terrain, forest density and access.

Fallers use natural openings or create openings to fall the targeted trees within the run boundaries. The felled trees typically are not harvested but are limbed and bucked to lay with the terrain. For smaller operations the faller will do the falling and bucking. For larger operations,

crews consist of Fallers, Buckers and Brushers. Fallers chose which trees to fall, fall them so the buckers can follow a safe distance behind to do the limbing and bucking. Brushers typically run brush saws and remove the underbrush and saplings in and around the natural "glades".

Natural glade skiing popularity led operators to develop a way to enhance tree skiing and open up an incredible amount of new terrain previously unavailable. Back country tenure operations and ski hill developers use glading to enhance the forested areas within their tenures to increase usable land and provide another popular type of ski or boarding experience.

Switching gears over to Trap Trees

Trap trees are used to help stop the spread of insect infestation in certain tree species. Healthy individual trees around an affected site are selected to be felled. The trees then produce a hormone which attracts the insects. The trees are left on the ground until close to the time the bugs develop into flying insects. The trees are then harvested along with any identified affected trees in the area.

The harvesting may be select or clear cut depending on the development plan. Quite often trap trees are done within a proposed cutblock and then harvested along with the rest of the cutblock.

The timing of using trap trees is crucial to stopping an infestation. Trees must be removed from the forest and processed prior to the insect's development into flying pests.

Trap tree falling is trees being felled in the standing timber, with all the risks that activity brings. Trap trees are often done pre-development so access is more restrictive. 🚧

Falling Technical Advisory Committee (FTAC) discusses hearing tests

A consistent OHSR cited for falling and bucking is around hearing tests – either initial or annual and lack thereof. And, compared to the construction industry where mobile clinics are funded to go to sites to carry out the tests for "free" as a result of an additional levy being built into construction CU rates, the question was posed by FTAC, why not a similar arrangement for all forestry occupations that arguably have high risk exposure for

all workers? It was recognized that some falling shows are so far off the beaten track, in-camp testing would be unlikely but at many points each year all forestry workers are close to larger centres. A good question that Rob Moonen, CEO of the BCFSC, will discuss further with WorkSafeBC to explore all the possibilities and related actual costs and implications, and report back to FTAC at their next meeting. 🗣️

WorkSafeBC provided FTAC with updated inspection information

WorkSafeBC's Terry Anonson, Supervisor Prevention Field Services provided an update to the March 2019 meeting of the Falling Technical Advisory Committee (FTAC) and said there had been 485 annual falling and bucking High Risk Strategy inspections in 2018.

The top 5 OHSR Sections cited were:

- » OHSR 7.8(1)(b) – Hearing tests (every 12 months)
- » OHSR 26.22.1(2) – Falling supervisors for forestry operations
- » OHSR 26.2(2) - Planning and conducting a forestry operation
- » OHSR 26.24(5)(c) – Responsibility for falling and bucking (sufficient holding wood)
- » OHSR 7.8(1)(a) – Hearing tests (initial)

In the first few weeks of the new year, up till February 20, 2019, there had been 53 manual falling and bucking inspections completed. The planned inspections target number for the full 2019 calendar year will be similar to 2018, which was 414.

Top 5 OHSR Sections cited were:

- » OHSR 4.14(2) – Emergency procedures (exit routes)
- » OHSR 7.8(1)(b) – Hearing tests
- » OHSR 3.17(1) – First aid procedures (written procedures)
- » OHSR 3.16(1)(a) – Basic requirements (First aid)
- » OHSR 26.4(2) – Notice of project

The dedicated WorkSafeBC falling team had inspected 25 hand fallers in 2019 up till February 20, 2019 and the top 3 OHSR Sections cited were:

- » OHSR 26.24(5)(b) Responsibility for falling and bucking (undercut)

- » OHSR 26.22.1(2) Falling supervisors for forestry operations
- » OHSR 26.22.1(3) Falling supervisors for forestry operations

New conversation guide for officers in development on phase integration

Terry also shared a 2019 Forestry High Risk Strategy Enhancement related to phase integration. He, and WorkSafeBC colleagues, Darcy Moshenko, Industry Specialist Forestry, and Carole Savage, Occupational Safety Officer (OSO), had developed a draft document to help OSOs have consistent conversations on forestry worksites about phase integration, and the risks of phase congestion.

Draft terminology devised to consistently define phase integration and phase congestion

Phase Integration: A management model that incorporates the operation of more than one phase at the same time within a single operating area, creating a multi-phase worksite.

Phase Congestion: When poor integration of phases in a forestry operation creates risk to workers.

The reason why this topic is still a critical issue is that Phase Congestion:

- has resulted in serious injuries and fatalities
- is recognized as an industry wide problem, but
- not effectively addressed by industry

- relates to OHSR 26.2 Planning – and is the 3rd highest order count in FHRS
- is often difficult to detect/anticipate.

WorkSafeBC has developed a draft forestry phase integration conversation guide for use during inspections. This resource is for officers to help guide their conversations with forestry prime contractors (or their representatives) about their understanding of the risks and hazards associated with multi-phase operations. Identifying risk, threats, controls, and critical controls will be a key part of the conversation. In using the guide it is anticipated that the level of awareness and the degree of implementation of effective controls to prevent phase congestion will be increased to support the overall goal of reducing serious injury and fatal industry rates in the top risk exposures categories in forestry operations.



WorkSafeBC's Terry Anonson discusses phase integration at the March 2019 FTAC meeting.

The status of this project is that a pilot is underway with a small team of officers to test in-field and provide feedback. What will follow in the second quarter of 2019 will be analysis of the feedback from the pilot as well as industry feedback to allow for the tool to be finalized, and then a planned rollout to all WorkSafeBC officers in the third quarter of 2019 as a "phase integration guide".

Terry shared the current draft with FTAC members for their interest, cautioning that it was still in draft format and would not be circulated beyond the pilot use until the document was finalized. At that time it would be broadly shared. 📄

Updated timeline on new faller competency-based training program development

Marla Gulbrandsen, BCFSC's Senior Falling Program Coordinator, provided the Falling Technical Advisory Committee (FTAC) with an updated timeline on the revised new faller training program below:

BC Faller Standard Update

In the interim, it is anticipated that the BCFSC will offer two tuition-based courses using the current approved curriculum in 2019 – one in the Spring and one in the Fall 2019; and that six participants will complete the 30-day program with an Industry Training Partner.

Marla said that two Qualified Faller Trainer courses were also being planned for 2019, provided a variance was secured from WorkSafeBC to allow the training to proceed. 📄

January - June 2019: Finalize resources

April 1 - 5, 2019: FTAC Subcommittee review of entire program.

June 2019: Submission of BC Faller Standard to WSBC.

June - August 2019: WSBC review of the Standard - approval to pilot.

September - October 2019: Pilot with Industry, Oil & Gas and BC Wildfire Service.

October - November 2019: Apply any final changes to the Standard.

December 2019: Submit to WSBC for final approval



Falling

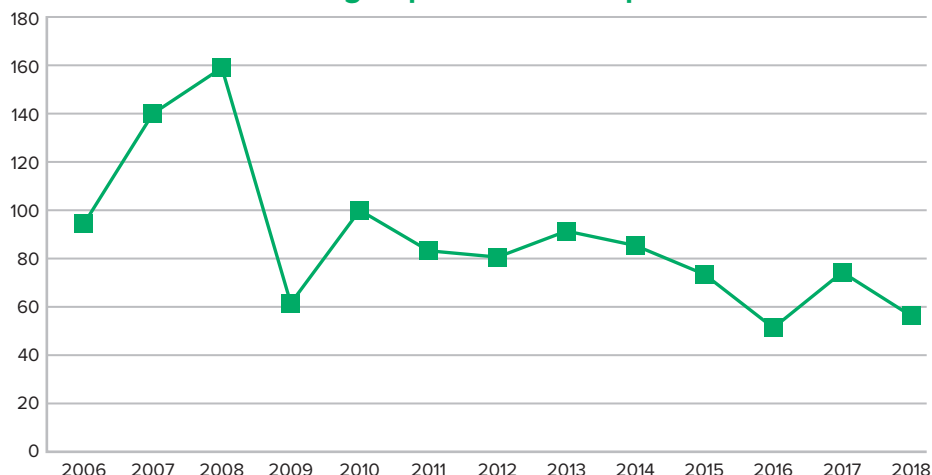
Falling Safety Advisor activities

Lead Falling Safety Advisor, Scott Rushton, provided the Falling Technical Advisory Committee (FTAC) with an update on Falling Safety Advisor activities this year. 2019 FSA Activities (as at March 1, 2019):

- 2 Faller Certifications (1 New Faller Trainee, 1 challenge)
- 4 Falling Supervisor Certifications
- 50 Faller Visits
- 1 Certified Falling Supervisor Quality Assurance Visits
- 3 Certified Falling Supervisor Visits
- 1 Trainer Quality Assurance Visits. 📍

Falling Supervisor Training update

Falling Supervisor Participants

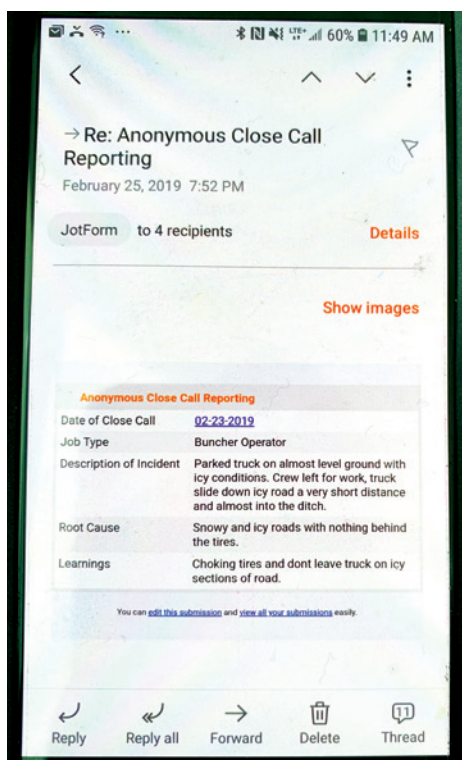


The chart shows how many participants have taken the five-day falling supervisor training course. It is anticipated that the average in the next couple of years will be around the 60 per year mark.

Gerard Messier, Director of Training and Program Development at the BC Forest Safety Council (BCFSC) provided the Falling Technical Advisory Committee (FTAC) with an update on falling supervisor training.

He said the cost for the current five-day training course was \$1,680 which was prohibitive for some in both the cost and the length of time participants had to be away from work. He said as a result they were looking at combining online training with in-person training to shorten the course and were using subject-matter expert (SME), FTAC member and course trainer, Doug Harrison, and SME and falling safety advisor, Jeff McKenzie, to review the proposed revised course outline and content.

It is anticipated that the new course which would be rolled out later in 2020, could have an approximately two day online component that would be completed at the trainee's own pace and then a 2 or 3 day in-person, in-field portion. FTAC will receive regular updates on progress. 📍



Sample of quick and simple anonymous close call reporting

During a round table discussion at the Falling Technical Advisory Committee meeting, Interfor's Gary Bauer, shared that Interfor is having success with improved close call reporting thanks to a very simple tech solution they have implemented. It provides anonymous, quick (minutes or seconds depending on how fast you type with one finger or text savvy thumbs) and easy reporting, and was developed in-house, using a freely available online form-building tool.

One may access the form in three ways -- via an app on a phone, online website address, or via a QR code. The form has two drop down pre-populated choices for date of incident, and type of work, and then one can type in short sentences to

describe the incident, the root cause, and the learnings, and hit "send".

The completed form goes to the company's designated email addresses anonymously for review and immediate action as/if required. For example, if a particular faller or piece of machinery operator had shared something that could benefit being seen by all fallers or machine operators at Interfor, the email recipients can immediately forward the email to all those workers and / or their supervisors / contractors to be advised of the close call so that they can use that information to help prevent a similar close call or incident.

The form, website link and QR code link were designed by Interfor's IT department using the jotform.com form service.

The service is free for most users and nominal for large users who expect to see thousands of forms a month. 📍

A screen capture of the what the email recipients see of the anonymous close call report.



Ready for the 2019 wildfire season?

The countdown has begun ... what will the 2019 wildfire season bring? According to recent media clippings, responses to protect citizens from carcinogenic wildfire particulate matter requires rethinking homebuilding and applications of filters and screens to protect residents: <https://www.cbc.ca/news/canada/british-columbia/sarah-coefield-air-filters-wildfires-1.5008640>. Quesnel, Prince George and Williams Lake made the top 13 on Greenpeace's list of the worst air quality in the world for 2018: <https://globalnews.ca/news/5027881/prince-george-air-quality-wildfire/>. Wildfire smoke inhalation may be the equivalent of smoking a few packs a day: <https://bc.ctvnews.ca/inhaling-wildfire-smoke-potentially-equal-to-smoking-a-few-packs-of-cigarettes-a-day-researcher-1.4285032>; Every year in BC will be awful. See: <https://www.cbc.ca/news/canada/british-columbia/expect-every-year-to-be-awful-experts-weigh-how-to-protect-b-c-public-from-wildfire-smoke-1.5008914>. For wildfire resiliency and management, the BC government has set aside the following in the current budget (announced February 19, 2019): \$60 million for the Community Resiliency Investment Program to reduce wildfire risk for 2018/19; and \$111 million over three years to increase wildfire response and control capacity: <https://globalnews.ca/news/4981568/bc-budget-wildfire-costs/> 🍏

Deadly mushroom incidents are on the increase in BC

Local doctors are being warned about the spread of the world's most poisonous mushroom right here in BC. Incidents of dogs dying, and kids and adults being severely poisoned, is on the increase. Even trained foragers make mistakes, so please be sure before you pick or eat any mushrooms: <https://vancouver.sun.com/news/local-news/death-cap-mushrooms-proliferating-in-b-c-experts-warn> 🍏

Sleep deprivation accelerates Alzheimer's brain damage

Good sleep habits, like 8 hours of sleep a night, can help protect the brain

The University of Washington School of Medicine in St. Louis <https://medicine.wustl.edu/> has published research (January 24, 2019) in the journal Science that explains the links between lack of sleep and Alzheimer's disease. Read the press release here: <https://medicine.wustl.edu/news/sleep-deprivation-accelerates-alzheimers-brain-damage/> Read some media reports here:

USNews.com: <https://www.usnews.com/news/national-news/articles/2019-01-24/study-sleep-deprivation-speeds-up-alzheimers-disease>; Science News: <https://www.sciencenews.org/article/lack-sleep-tied-increases-two-alzheimers-proteins-brain>

And in another article, in the National Post, researchers warn that lack of sleep is a public health crisis: <https://nationalpost.com/news/world/brain-researchers-warn-that-lack-of-sleep-is-a-public-health-crisis>

Turning to the positive, what does good sleep do for you beyond keeping you safe? See this summary list of 10 things: <https://www.healthline.com/nutrition/10-reasons-why-good-sleep-is-important#section7>

So what do you do, especially when you have little control over your work schedule and the distances you have to travel? Like any kind of sustainable long-term success, start with small changes and build on them. Consider these tips – and try at least a couple that you have not tried before. The list below is a summary of tips consistently provided by sleep researchers, experts, and other credible sources:

1. Keep your sleep area as dark as possible
2. Keep your sleep areas as quiet as possible
 - a. No pets in the bedroom
 - b. Have the difficult conversation with the snorer/tosser; everyone needs the best sleep every night – your health and safety depends on it
3. Plan consistent transition habits that help you get to sleep and keep you asleep:
 - a. No screen time for an hour before sleep time
 - b. Set all screens to sleep mode and mute
 - c. Remove clocks and other devices with blue lights or other pilot lights
 - d. Fully switch off TVs and accompanying smart boxes that generate blue light(s)
 - e. Do mindless stuff – flipping through a magazine etc. before sleep so that you are relaxed and not stressed
 - f. No caffeine in the hours before sleep (everyone has a cut off time)
 - g. Spicy foods or large meals at night time can be challenging; always eat several hours before trying to sleep
- h. Exercise is important each day, but not in the last few hours before you plan to go to sleep
4. If you are not asleep 30 minutes after getting into bed, get up. Do something else. Then try again when you feel tired.
5. Temperature – too hot or too cold will postpone good quality sleep or wake you during sleep and prevent you getting back to sleep. Cool is way better than hot.
6. If you are already a light sleeper, consider ear plugs and a mask. If you have young children or care for an elderly parent this may not be an option, but try and share the duties with another responsible person in the household so that everyone gets “quality sleep nights”.
7. Seven good nights of quality sleep each week is best, but three good nights of sleep a week is way better than none!
8. Poor sleep can be caused by one of several medical conditions so don't hesitate to get a qualified doctor's opinion. When the underlying medical condition is fixed, much better sleep will follow.

For resources on sleep matters, see: Six things that matter most: <https://www.hopkinsmedicine.org/health/healthy-sleep/sleep-better/preparing-your-bedroom-for-a-great-nights-sleep>; 17 things to consider: <https://www.healthline.com/nutrition/17-tips-to-sleep-better> and other possible choices: <https://bettersleep.org/better-sleep/the-ideal-bedroom/> 🍏



Non-stop smoothies!

By Dr. Delia Roberts



Pressed for time but looking for a healthy nutritious snack that's quick to make, endless in its options and easy to eat? If you have access to a blender, smoothies are a great strategy for low cost, easy access nutrition as part of a balanced diet.

Some of these items are packed full of antioxidants and other compounds that help to reduce inflammation. As such they will speed up recovery and help to protect you against disease. But beware of marketing hype! Not all the advertised miracle foods and spices are worth spending your money on. It's also easy to consume a lot of calories quickly when you drink a smoothie, so choose your ingredients wisely. Just because the drink is green, doesn't mean that it's going to be a healthful choice.

Smoothies built for health don't need to taste bad

Leaving some chunks of fruit or adding fibre rich ingredients and some healthy fats are another way to make your smoothie healthier. Doing so will slow down digestion a little, making the meal last longer, and lowering the effect of the drink on insulin and blood glucose. Keep in mind that liquids are absorbed much faster than whole foods, and no one food can provide you with all the nutrients that you need.

Veggies for nutraceuticals

- Green veggies are a great source of minerals, vitamins and fibre. Spinach packs the most nutrients, followed by

kale and broccoli. If you steam your veggies to soften, save the water to thin your smoothie or use for soups and stews to capture all the water-soluble nutrients.

- Orange veggies also provide Beta-carotene, another great antioxidant. Carrots are the least expensive, but if you buy squash or sweet potatoes in the late fall the cost is much lower and they store well. Cut them in chunks, toss with a bit of olive oil and roast them for a delicious addition to your smoothie.
- Red beets are rich in vitamins and minerals, fibre, antioxidants and the precursor to NO, a substance that the body uses to dilate blood vessels and lower blood pressure. They store well too so can be purchased in the fall and roasted or boiled as needed for your smoothie.

Fruit for flavour

- Berries are packed with antioxidants and fibre, but are expensive unless you buy in season and freeze.
- Citrus fruits like oranges are less expensive and guess what – they also win over berries nutritionally on every mineral and vitamin except E and K. Navel oranges are also lower in free sugar.
- Bananas are inexpensive and higher in carbs and minerals but lower in vitamins than oranges. Over-ripe clearance bananas are economical and great for your post-work smoothie when the sugars are needed for recovery.
- Acai and Goji berries are rich in vitamins, antioxidants and fibre but they are very expensive and there are lots of other fruits and vegetables that can provide these nutrients more economically. Goji berries may also interfere with medications used to treat diabetes and high blood pressure.

Fats for energy and to slow digestion

- Avocados are portrayed as being super healthy, but once again it's a bit of a myth. Spinach matched by weight of serving obliterates avocado on every front except for monounsaturated fats (heart healthy) and creamy texture.
- Coconut oil is a good source of MCTs (medium chain triglycerides), a type of fat that's absorbed faster than others. None of the other health claims about this product have been proven.
- Olive oil is a great source of heart healthy fats so if you are looking for healthy calories, this is a good oil to choose.
- Fish oils are very high in powerful anti-inflammatories and are a fantastic addition to your diet, but their strong flavour might prevent their use in your smoothie.
- Nuts and seeds are great sources of healthy fats but are gritty unless they are ground very fine. Walnuts, freshly ground flax seed, hemp hearts and chia seeds provide powerful anti-inflammatory omega-3's but they are very expensive. Store them in the fridge and add just a tablespoon or two to get the benefit of these important nutrients.

Protein for power

- Protein powder is the upmarket source of protein for your smoothie, but there are other much more economical ways to add protein to your meal.
- Legumes like red lentils are very inexpensive, they cook to mush and absorb the flavour of whatever you mix in. Extremely high in vegan protein and fibre they can't be beat.
- Ground nuts, nut butters, chia seeds and hemp hearts are super sources of protein as well as other healthful minerals and compounds, but cost and texture might prevent their use in your smoothie. They also are about 50% fat.
- Dry milk powder is a very inexpensive way to top up your protein needs. Rich in calcium and Vitamin D, it dissolves and the flavour can be covered by fruit and other additives. It's also portable and stable at higher temperatures so if you are hiking through the block, load up your shaker cup in the morning, and just add water when you need an energy boost.

Fluids for function

- Coconut water is rich in potassium but it also contains about the same amount of sugar as in a sport drink. It's a good addition for your post exercise carb restoring smoothie. Oranges and bananas are also great sources of



When you google "green smoothies" there are literally hundreds of photos and recipes. Few, however, explain why they are good, how they fit into a safe, balanced diet, or how many calories they contain. Be sure to make informed choices that best meet your dietary needs, likes and activity levels.

potassium, as well as Vitamin C and fibre and are less expensive.

- Soy or nut milks are all good sources of calcium, but only soy milk will provide you with much protein, and none of these drinks contain the important Vitamin D found in cow's milk. If you choose a vegetarian milk for your smoothie consider taking a Vitamin D supplement (or get some sun exposure in the summer).
- Yogurt contains great probiotics and Greek yogurt is also high in protein. Beware of the high sugar in most flavoured varieties, but using yogurt can really richen up your smoothie.
- Fruit juices are high in sugar (even unsweetened) but if you don't have access to a blender and are using a shaker cup, they can provide the flavour and depending on which one you buy, Vitamin C and possibly other nutrients. Pomegranate and cranberry juices are good choices, rich in antioxidants and other nutrients but check the labels carefully. Often these drinks contain less than 30% of the actual fruit juice.
- Green tea is another option for your morning smoothie. Matcha in particular is very high in catechins, a powerful antioxidant and anti mutagen. It also contains caffeine though, so keep in mind that a late afternoon dose may interfere with your night sleep.

Herbs, spices and flavouring

- Turmeric is a spice related to ginger that has been shown to have antioxidant properties. The active ingredient curcumin is not very bioactive, but if you consume it together with pepper, you can increase the ability of your body to use it. Try a smoothie made with roasted squash, turmeric, pepper, ginger, cinnamon and nutmeg for a delicious savory flavour.
- Spirulina is an algae packed full of protein and anti-inflammatory antioxidants. Add a teaspoon to your smoothie if you like!
- Vanilla is not nutritionally valuable but it does add flavour and sweetness without sugars.
- Cinnamon contains antioxidants and enhances the flavour of some fruits, so it makes a great addition to your smoothie.
- Raw cocoa powder can give your smoothie a rich chocolate flavour and provide anti-inflammatory polyphenols.
- Molasses is rich in iron. If you like its strong flavour you can use it to sweeten your smoothie a little. Pair with cinnamon, ginger and nutmeg to soften the flavour.
- A little honey or maple syrup can sweeten your smoothie but go easy as they both act like free sugar in your body.

Recipes

The Fit to Plant Basic Energy Booster

- $\frac{3}{4}$ cup dry milk powder
- 2 Tbspn chocolate drink mix or orange tang or 1 tsp instant coffee + 1 tsp vanilla + 2 Tbspn sugar
- 1.5 cups water
- Put all ingredients except for water in your shaker cup until needed. Just add water and shake. Note: You can increase the nutrient density of this smoothie by adding the ingredients of your choice from the list above.

Basic Green Smoothie

- 1 cup chopped kale or spinach
- 1 orange (peeled)
- 1 cup other fruit (pineapple, a banana, berries)
- 2 tbsp chia, hemp or ground flax seeds
- $\frac{1}{2}$ cup coconut water, unflavoured yogurt, milk, fruit juice or water
- Pulse greens with a bit of your liquid until smooth. Add the fruit and a bit more liquid and pulse again until smooth. Blend in ground seeds and remainder of liquid until you reach the desired consistency.

Health in a Cup

- 2 carrots or 1 cup winter squash, roasted or steamed
- 1 navel orange peeled
- 1 ripe banana or $\frac{1}{2}$ cup thawed frozen berries
- $\frac{3}{4}$ cup dry milk powder
- $\frac{1}{4}$ cup cooked red lentils
- 1 tsp each turmeric, cinnamon and ginger
- $\frac{1}{4}$ tsp pepper
- 1 Tbspn chia, hemp or ground flax seed
- $\frac{1}{2}$ -1 cup of liquid (either unsweetened fruit juice, coconut water, plain yogurt, milk or water)
- Chop carrots or squash into small pieces and steam in $\frac{1}{2}$ cup of water until very soft – or toss in olive oil and roast about an hour in a 350 degree oven. Blend with a bit of liquid and the fruit until very smooth. Then add cooked lentils and pulse. Add milk powder, spices, seeds and liquid and shake the blend one last time until desired consistency is reached. 🍷

Canada's new food guide:

Eat more plants, drink more water

After more than 12 years since the last update, the Federal Government has released a revised Food Guide – advice for Canadians on what to eat, including the new endorsement of plant-based diets.

The guide has more dietary influence than perhaps any other document in the country and impacts what institutions' kitchens like school cafeterias and hospitals as well as home kitchens prepare across the country. For more than 40 years, the guide has told Canadians to eat specific size servings from four food groups. The latest version changes all of that.

Learn more here in this Globe and Mail article: <https://www.theglobeandmail.com/canada/article-new-food-guide-shifts-toward-plant-based-foods/>.

View the guide in full here: <https://food-guide.canada.ca/en/>

And for suggestions on how to incorporate the new food guide into your cooking: <https://www.theglobeandmail.com/life/food-and-wine/recipes/article-how-to-incorporate-the-new-food-guide-into-your-cooking-repertoire/> 🍷





Your take on Forest Safety News

Forest Safety News survey results:

Thank you for your feedback!

To view or download the full survey findings (PDF: 34 pages and includes all comments received), please see: https://www.bcforestsafe.org/files/fsn_2019SurveyResults.pdf

Gift cards sent out to winners

Three lucky readers, from Clearwater, Kamloops and Osoyoos, have received their gift cards after being randomly drawn from survey participants. Congratulations!

Lots of feedback

Lots of positive feedback, a good number of helpful pieces of constructive criticism, and less than a handful of expressions of hate/dislike including a death wish.

Three things that we have immediately been able to address based on feedback from the survey:

1. Graphs for work-related deaths

Going forward, there will be no averages or lines drawn across the graphs.

2. Detailed fatality investigation reports

Several requests/comments were for more detailed information around fatal incidents and serious injuries, and more timely access.

The BCFSC regularly files Freedom of Information Requests with both the Coroners Service and WorkSafeBC for completed fatal incident investigation reports following incidents in forestry settings.

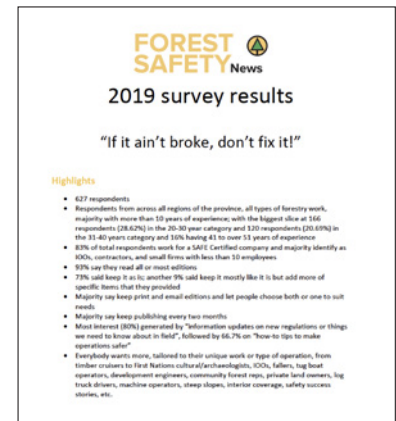
The BCFSC will be updating initial fatality alerts with more details after receiving and reviewing the findings in these reports.

The principle being that the more information that is shared the better others may be able to prevent similar occurrences in the future.

3. A number of Individual Owner Operators (IOOs) indicated that they felt there was little content or other resources available for them, to assist them. In the SAFE Co section we are providing an open invitation for IOOs to help us better understand what they have in mind and we will work to provide those materials/tools.

Many other things being considered for the most appropriate response

There were so many good ideas shared in the comments that we are looking at how to best address them in the most meaningful way. From best practices to success stories, to more worker perspectives to more tailored IOO content ... we are discussing them all,



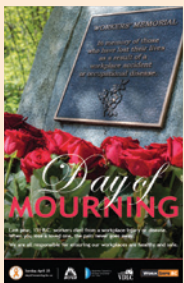
A screenshot of the front page of the 34-page pdf with the full results and comments.

and more and how best to respond without needing additional resources to do so.

Thank you for all your input!

Reminder: send tips and story submissions in for publication

Don't ever feel you need to wait for another survey to share your thoughts or story ideas. Got an idea? Know of an issue? Want to share a safety success story? Got a worker perspective on safety? As they happen, just email editor@bcforestsafe.org or call toll-free 1-877-741-1060 Ext 386. All safety ideas and safety story submissions are welcome! And if you don't like writing, no problem! Give the editor a call and she can interview you, write up a draft story which will be sent to you, for your review and edits before publication. 📞



Day of Mourning: April 28



To download and print or order posters (left) and decals (right) by April 19, 2019, please see: <http://www.dayofmourning.bc.ca/decals/>

Last year, 131 workers in BC died from a workplace injury or disease. Across Canada, April 28 has been designated the Day of Mourning. As workers, families,

employers, and communities come together at ceremonies held around the province to remember those who have lost their lives to work-related incidents or occupational disease, let's renew our commitment to creating healthy and safe workplaces.

May each of us always find the time, the patience, the caring and the courage to do whatever we must do, each and every day, to be safe,

stay safe, and create safe places at work for ourselves, our colleagues and our industry.

For more information about local Day of Mourning events in your area – or to list an event you plan on holding – please see: <http://www.dayofmourning.bc.ca/> 📞



You may order these stickers by completing the order form: http://www.bcforestsafe.org/files/ps_InjuryPreventionResourceOrderForm.pdf

ABOUT Forest Safety News

Forest Safety News is published six times a year: February, April, June, August, October and December. All submissions – letters to the editor, safety tips, photos, safety stories, concerns etc. – are welcome. The opinions expressed in the newsletter are not necessarily those of the editor, staff or board of the BC Forest Safety Council. All decisions to publish materials rest with the editor. 12,000 copies of each edition are distributed via mail or email. Additional copies are distributed at industry events.

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If you would like to continue to receive a hard copy or would prefer to receive an electronic copy of this newsletter, please email editor@bcforestsafe.org and ask to be added to the print copy or email distribution lists. Email subscriptions are encouraged.

Have a story, letter to the editor, safety tip, ideas or photos? Please send all submissions to:

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Planer safeguarding project a safety success story

Industry's Manufacturing Advisory Group (MAG) has completed its planer safeguarding project to improve safety performance.

Forest Safety News first reported in December 2017 (http://www.bcforestsafesafe.org/files/ForestSafetyNewsletter_2017December.pdf, page 1) that MAG was working with one of its member sawmills, Conifex's Fort St. James operation, the BC Forest Safety Council (BCFSC), and a system integrator, UBSafe Inc., to test the feasibility of a Control System Isolating Device (CSID). The objective was to determine if a CSID was a viable alternate form of lockout for specific maintenance tasks in BC sawmills, such as clearing obstructions in planers.

MAG believed that it would be possible to demonstrate how improved safeguarding technology results in a higher degree of safeguard performance and personal safety.

The project, made possible by funding from WorkSafeBC, is complete, commissioned and in operation. Testing was performed in the last two weeks of 2018 and on February 14, 2019, WorkSafeBC representative, Occupational Safety Officer, Mike Tasker, and BCFSC's senior safety advisor, manufacturing, Bill Laturnus, reviewed the safeguarding system in operation.

Continuous improvement in safety performance is a shared goal for all MAG members and WorkSafeBC welcomed the opportunity to collaborate directly with industry in exploring how technology could improve the health and safety of workers in a shared goal with industry to minimize serious injuries in wood products manufacturing.

There are over 190 sawmills in BC employing approximately 17,000 workers. Planers are key pieces of equipment in all these mills that workers have frequent interactions with, as they clear pieces of wood from the flow. Data from WorkSafeBC shows that in five years (2010-2015) 26 serious incidents occurred.

The project successfully established that CSIDs can elevate worker safety using an engineering control which minimizes or eliminates human factors. The alternate lockout which is an administrative control has associated human factors that have led to serious injuries.

The CSID includes four pre-determined specific functions for regular maintenance activities, controlled by fobs. Activities such as sizing lumber and jointing side heads and top/bottom heads can safely and reliably be handled in this way. Production activities such as clearing blockages in the planer and bridge; removing nuisance slivers and knots require a push of a button. A lock is applied to the entry point to ensure the CSID system is not re-activated.

Maintenance activities such as planer knife changes, replacing side heads, mechanical repairs to planer or bridge or any other related activities are

Welcome to the June 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.

not appropriate for CSID. These require additional lockout.

"The bottom-line is this system eliminates people being caught up in machines," said Darren Beattie, Conifex's Safety Manager. "The variance that WorkSafeBC provided us allowed us to demonstrate that CSIDs significantly improve worker safety by reducing the potential for human error. A 124 second lock-out procedure dependent on human compliance is replaced by a 24 second system isolation, with redundancy, monitoring and a fail-safe default, making everyone safer by providing a higher level of control."

Continued on page 2...



From left: Bill Laturnus, BCFSC, Ian Rood, UBSafe; Mike Tasker, WorkSafeBC; and Darren Beattie, Conifex after observing the CSIDs in operation at Conifex's Fort St. James sawmill operation.



Continued from page 1...

Part of the success is in the relative ease of using the system as well as how intuitive and simple the system is which reduces time to perform simple tasks and also removes worker frustration caused by alternative procedures and tools. CSIDs are widely used in other industries and jurisdictions and are of particular benefit in situations where there is a need for frequent clearing of minor obstructions along a production line like a planer.

"We were really pleased with the results and I want to thank WorkSafeBC, the MAG members, the Conifex team and UBSafe for all the work and support in making the end goal a reality – a big win for improving safety for workers. We have played the long game and it has been worth it," said

Darren of the project that got started in 2016.

"Technology improvements in safeguarding such as this can bring real safety benefits to sawmills and other manufacturing facilities. This project is an example of what is possible when industry and WorkSafeBC partner together to reduce risk for BC workers," said Mike Tasker, CRSP, Occupational Safety Officer, Prevention Field Services, WorkSafeBC.

"Next steps will see more implementation of other CSIDs where appropriate within industry. WorkSafeBC will need to review and adjust some regulation to allow this type of technology to be implemented," said Darren.

The last word has to go to Conifex's workers who have used the system. "They say it is a better tool to keep them safe," said Darren.

And for the health and safety association perspective, Bill said: "The significance is taking safety to a higher level for workers, from an administrative control to an engineered control. Reducing the potential for injuries, benefits everyone."

Creating awareness and shared understanding

MAG representatives will be presenting to WorkSafeBC occupational safety officers to explain and demonstrate the technology and show how workers are best protected in applying safeguarding technology.

Part of this new understanding is sharing common terminology to clarify the differences and similarities between safeguarding and lockout; and normal production and maintenance. 🚧



Part of the CSID system, showing magnetically controlled gates tied to operation of the planer.

BC Government to assess WorkSafeBC's implementation of worker safety recommendations related to 2012 sawmill explosions

On April 11 this year, the BC Government announced that it had hired a Vancouver lawyer, Lisa Helps, to assess how WorkSafeBC implemented worker safety recommendations following the two sawmill explosions at Babine Forest Products and Lakeland Mills.

See the full press release here: <https://news.gov.bc.ca/releases/2019LBR0004-000613>

The United Steelworkers has welcomed the review. See the full United Steelworkers' response here: <https://www.usw.ca/news/media-centre/releases/2019/usw-welcomes-b-c-government-review-of-worksafebc-actions-in-sawmill-explosions>

Globe and Mail story: <https://www.theglobeandmail.com/canada/article-bc-government-opens-new-inquiry-into-2012-forestry-mill-explosions/>

Prince George Citizen story: <https://www.princegeorgecitizen.com/news/local-news/lawyer-to-review-worksafebc-followups-to-sawmill-explosions-1.23806101> 🚧

WorkSafeBC has released updated prevention resources re hearing loss in all workplaces

Noise-induced hearing loss is a serious, preventable workplace injury. Consistently, WorkSafeBC officers are finding that employers and workers need to improve hearing protection measures.

Hearing loss can occur gradually as a result of prolonged exposure to noise levels greater than 85 decibels. This new bulletin outlines how to use the hierarchy of controls to reduce noise in your workplace and protect workers from occupational noise-induced hearing loss: <https://www.worksafebc.com/en/resources/health-safety/hazard-alerts/preventing-noise-induced-hearing-loss-at-work?lang=en>

New videos

1. What does workplace noise do to your ears & how to prevent noise-induced hearing loss: <https://www.worksafebc.com/en/resources/health-safety/videos/protect-your-hearing-what-noise-does-to-your-ears?lang=en>
2. How intensity and duration of noise damages hearing: <https://www.worksafebc.com/en/resources/health-safety/videos/protect-your-hearing-intensity-and-duration-of-noise?lang=en>
3. How to use earplugs: <https://www.worksafebc.com/en/resources/health-safety/videos/protect-your-hearing-how-to-use-earplugs?lang=en>

Other resources

How to build a hearing loss prevention program: <https://www.worksafebc.com/en/resources/health-safety/interactive-tools/hearing-loss-prevention?lang=en>

More information: <https://www.worksafebc.com/en/health-safety/hazards-exposures/noise>

Seven years of progress in combustible dust mitigation and control 2012-2018

• From 42% compliance to 100% compliance

Following the two tragic sawmill explosions over seven years ago that took the lives of four men, the significant risks associated with wood dust in manufacturing propelled the Forest Products Manufacturing Industry, Labour Unions and WorkSafeBC to come together and work on strong mitigation and control measures from 2012 to 2018.

During this time, the number of BC Sawmills that underwent inspections and responded to WorkSafeBC recommendations rose from a 47% compliance rate to 100% compliance and industry-wide support for combustible dust inspection initiatives.

In 2019, there are well-established, significant mitigation and control practices in place to eliminate wood dust risk. Such practices involve monitoring operations for potential hazards, staff training, an annual review of combustible dust programs, and an external audit every three years.

For instance, all engineered ventilation systems are monitored and maintained on a regular basis to reduce wood dust accumulation. Manufacturing sector employees are trained on combustible dust hazards, safe cleanup methods, their right to refuse unsafe work, and reporting procedures for any observation of excessive wood dust accumulation to ensure immediate and appropriate actions.

Industry programs began with an initial information package on combustible dust mitigation and control in 2012. The following year, the Manufacturing Advisory Group (MAG) developed and implemented the Wood Dust Mitigation and Control Audit. Over 2014 and 2015, a Combustible Dust Control & Mitigation Initiative saw 36 mill operations receive support and expertise about the hazards and recommended controls.

The Safety Advisory Foundation for Education & Research (SAFER) also supported combustible dust awareness and training. In May 2014 United Steelworker (USW) members located in four regions of BC were provided education, hands-on training and tools to perform wood dust inspections to support Joint Occupational Health and Safety Committees and act as SAFER Combustible Dust Advisors.

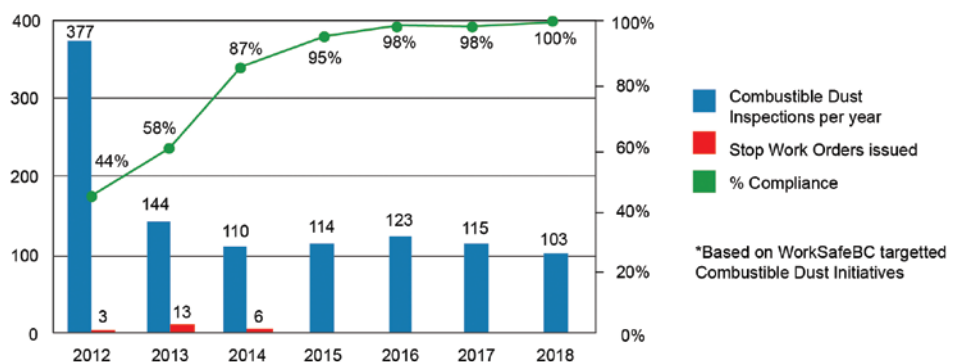
In February 2015, the Wood Pellet Association of Canada (WPAC) and BC Pellet producers developed a combustible dust standard for wood pellet mills using the MAG Wood Dust Control and Mitigation Audit and BCFSC BASE Audit Pellet Industry Addendum. In the same year, key information and targeted training modules went live on the BC Forest Safety Council website.

In addition, WorkSafeBC-sponsored combustible dust education and training resources were made available online and as information sessions.

More recently in 2018, the WPAC developed Wood Fibre Storage resources for online access— including Risk & Mitigation and a gap analysis form. And in 2019, the MAG SAFE Audit was implemented to include a Combustible Dust High Risk Module.

Overall, industry invested more than \$100 million over three years (2013-16) in mitigation and control measures for combustible dust hazards. Industry knows there can be no complacency in safety and remains focused on maintaining its excellent compliance rates and seeking continuous improvements in overall safety performance.

A set of materials sharing the MAG safety story will be posted on the MAG section of the website here: <http://www.bcforestsafef.org/node/2866>





WCS 2019: Mental health, Cannabis impairment, behavioural driver training, making safety sticky and more

The 24th annual Western Conference on Safety (WCS), in Vancouver in April attracted 1,200 participants, with diverse topics from mental health, making safety strategic, behavioural driver training, and cannabis impairment to communicating effectively about safety.

In opening remarks, gold sponsor WorkSafeBC's VP of Prevention, Al Johnson, shared that today's safety challenges were not just the traditional ones, but increasingly included mental health, violence in the workplace, and impairments like fatigue.

Making safety messages stick

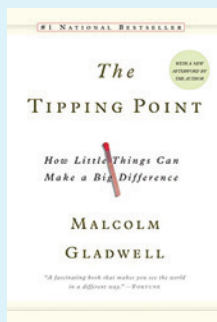
Eldeen Pozniak's keynote address on making safety stick showed that success in saving lives depended on how we communicate. Effectively talking safety means speaking the right language – "their language", taking context into consideration as well as the diverse values and definitions individual workers in different roles and places with different life experiences, bring to the conversation.

While some people need stats and facts, others need stories from people they like and trust – and it's ok if that isn't "you" but you need to find those people in your workplace who can influence the changes needed – whether about safety, or health and wellness. She said that starting with the "why" was critical before getting to the how. People need to be inspired in words that resonate with them.

"What we say and how we say it can make a difference," she said.

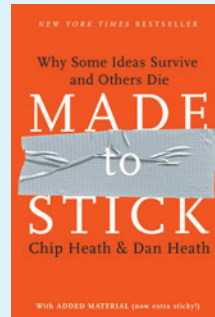
Eldeen recommended two books that demonstrate the power of sticky:

1. The Tipping Point – how little things can make a big difference by Malcolm Gladwell contains three sections that focus on the right context; the right people; and the stickiness factor.
2. Made to Stick by Chip Heath & Dan Heath, showing how a sticky idea is one that people remember and act on; one that is retold and is memorable; and has the potential to permanently change our behaviour.



In summary Eldeen said useful and lasting safety sticky messages are: simple, unexpected, concrete, credible, emotional, and often in the form of memorable stories.

All safety messages must make people pay attention; be easy to understand and remember; and empower people to act.



Cannabis in the workplace remains a hot topic

Both WorkSafeBC's Director of Regulatory Practice, Tom Brocklehurst and the Canadian Centre for Occupational Health and Safety's senior technical specialist, Jan Chappel, presented on cannabis / impairment in the workplace given it had been six months since cannabis was legalized in Canada.

There were no surprises, with messaging being consistent that impairment regulations have been in place for a long time, and that the priority is still ensuring that work places are safe and that workers are fit for duty/ fit to work, regardless of what caused or is suspected of causing the "impairment". While tests can test for cannabis, no tests exist that can measure impairment which is what makes cannabis so much harder to manage.

Training and good supervision are key in effectively preventing and managing impairment in the workplace. Supervisors need the skills and confidence to know and feel comfortable in how to handle suspected impairment; they must know exactly what their employer's policy means and how to apply it fairly and consistently; the process and paperwork required; and, they must always ensure confidentiality, never be accusatory or breach anyone's human rights.

Research has shown that impaired behaviour from acute use differs between occasional users and long-term cannabis users. There is good evidence that chronic frequent cannabis users exhibit less impairment from acute THC than do occasional users, but the degree to which impairment is mitigated is unclear.

A new 42-page white paper, Workplace Strategies: Risk of Impairment from

Cannabis, is available for free on the CCOHS website: <https://www.ccohs.ca/products/publications/cannabis/>

Other impairment recognition training courses suggested (no endorsement implied by the CCOHS) are:

CANN/AMM Occupational Testing Services: <https://cannamm.com/services/training/drug-and-alcohol-awareness-training/>

DriverCheck online supervisor training: <http://www.drivercheck.ca/online-supervisor-training/>

Leavitt Machinery, substance abuse awareness for supervisors: <http://www.leavittmachinery.com/training/online-training/online-training-canada/substance-abuse-awareness>

Ontario Trucking Association alcohol and drugs training: <http://ontruck.org/ota-online-training/alcohol-drugs-training/>

Safety Courses International alcohol and drug awareness: <https://www.bistrainer.com/index.cfm?action=store.CourseDetails&ProdID=80&category=91&Language=1>

SureHire supervisor reasonable suspicion training: <https://www.surehire.ca/supervisor-reasonable-suspicion-training/>

Alberta Construction Safety Association: https://10058.cyssecure.com/cart_builder.cfm?ProductID=1261

The applicable workplace regulations in BC are here, namely sections 4.19 and 4.20 (see <https://www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-regulation/part-04-general-conditions#SectionNumber:4.19> for both), the former dealing with broader application covering physical and mental impairment and the latter with impairment by alcohol, drugs or other substances.

For more WorkSafeBC information and links to bulletins and other items related to impairment, please see: <https://www.worksafebc.com/en/health-safety/hazards-exposures/substance-use-impairment>

And for general information re resources, policy development and a template, please see: <http://www.bcfestsaferg.org/node/2226>



Making the case for behaviour-based driver training: It's all about attitude!

Spencer McDonald, president of BC's Thinking Driver Fleet Safety and Ryan Jacobsen, CEO of the Saskatchewan Safety Council, co-presented on why they believe defensive driver training – which most have taken to pass their driving tests, fails drivers and safety – because it does not address the behavioural attitudes to support drivers making the right decisions. Without a constant monitoring system in place (in-cab assessor/observation), people let bad habits, emotions and other behavioural reactions take over. When people are trained to recognize how their emotions impact their driving – e.g. that they choose to speed to meet a deadline or choose to let others bug them – and how to effectively manage those types of responses, incidents are reduced.

“The four most important inches in driving are between your ears.”

– Spencer McDonald

“The four most important inches in driving are between your ears,” said Spencer, because there is always a reason why drivers do what they do. “We can only control our own thoughts and actions,” he said.

So the next time someone cuts you off, self-identify that you've done the same thing before looking for a turn-off you've never used before ... give the other driver the benefit of the doubt and don't let their actions be the trigger for you to be THAT road rage ass. Ask yourself, what is the other driver's story? Ideas might include: does he have a pregnant woman about to give birth in the back seat; did his boss give him a crappy route or a reprimand; is her child dying of cancer; or tell yourself that his/her bladder must be really, really full that they are driving like a crazy person to get to a washroom ... use humour to diffuse your own anger and you'll improve your own safety and everyone else's on the road.

Thinking Driver Fleet Safety's website for example shares the experience of clients who have achieved a 60% reduction in

incident rates and an 80% reduction in at-fault incidents after putting their fleet drivers through the training (online and infield options).

Defensive driver training only takes one so far. The added components needed to reduce incidents include training on emotions, attitude and risk.



Bryan Lundale, Safety Leader at BC Safety Authority and Regional Vice-President for Canadian Society of Safety Engineering explains the 60% reduction in incident rates achieved using Thinking Driver. The savings achieved by BCSA were **three times** the cost of program implementation!

Screenshot of a testimonial video link on the success of behavioural training for drivers in reducing incidents. See: <https://www.thinkingdriver.com/> to learn more and to test-drive their training.

With more than 60% of Canadians experiencing some kind of mental health issue, significant stress or anxiety, more awareness and support is key

Stuart Ellis-Meyers (www.itwitch.com) spoke on mental health safety, something he knows a lot about. He lives and works safely with the rare neurological disorder Tourette Syndrome, anxiety, bipolar, clinical depression, OCD and ADD.

He said that 60% of workers are currently either experiencing, hiding or observing heightened levels of anxiety, depression and mental illness issues. Too many people still do not talk about their challenges and prefer not to ask for help because they will be judged; fear being fired or sidelined.

We need to continue to create and sustain environments where everyone is comfortable asking for and receiving help related to mental health. It's ok to not be ok.

What can you do?

If someone seems not themselves, don't let it pass. Consider the best words to use, at the right time and in the right place (in private). It might be one of the following:

- You don't look as well as you usually do ... is everything ok?
- You seem upset and distracted ... let's talk

- Are you feeling ok?
- I may have this wrong, but I sense you are not feeling great. Is now a good time to talk? If not, how about I check in with you later today?

It can take several follow-ups for someone to start to really talk. We are all programmed to give “I'm ok” responses when we are not ok. And, when people do start talking, the best advice for you is to keep quiet. Say nothing. Just listen.

- Don't try and say I know what you're going through – because you don't
- Don't say that's like when I felt depressed ... this is about them, not about you!
- Don't give advice
- Don't try and fix the problem
- Don't tell someone to look on the bright side, or that it could be worse ...
- Don't make judgements
- And don't tell someone to snap out of it ... mental health illnesses are not a choice, just like people don't choose to get the flu or cancer.

Do say and do:

- It's ok to not be ok
- There are qualified people who can help and give them the EAP/local health number(s) they can call
- Check in regularly over the coming days and weeks

Nutrition for your noggin – feed those trillions of pet microbes in your gut!

According to a registered dietician, Jennifer Howker:

- Restorative sleep is key
- Manage stress because most people turn to the three things in excess that are most damaging to gut bacteria: sugar, caffeine and alcohol
- Eat more fruit and vegetables
- Buy organic when possible as foods contaminated with pesticides or herbicides are toxic to gut bacteria
- Eat/drink fermented foods
- Include more plant-based proteins in your diet
- Eliminate processed foods as emulsifiers used in them are particularly harsh on gut bacteria
- Exercise for improved mood and cognition. 🧘



Work-Related Deaths & Injuries

There have been three direct harvesting fatalities and one indirectly related to manufacturing in 2019, year to date

On April 28, 2019, a faller was fatally injured in an incident near Holberg, Vancouver Island. Please see the safety alert: <http://www.bcforestsafesafe.org/node/3322>

On April 18, 2019 a faller was conducting forest road right-of-way falling when he was struck by a tree felled by an adjacent faller, south of Kitimat. Please see the safety alert: <http://www.bcforestsafesafe.org/node/3320>

On April 15, 2019, a sawmill worker was fatally injured when the car he was travelling in as a passenger was hit by a train. Please see the safety alert: <http://www.bcforestsafesafe.org/node/3323>

On February 11, 2019 a worker was fatally injured when the pickup truck he was working on moved unexpectedly and he was run over. The incident occurred in the 100 Mile House area.

This is the fourth fatality in the last three years where a worker has been struck or run over by a vehicle that they were working on. Please see the safety alert: <http://www.bcforestsafesafe.org/node/3280>

Our condolences go out to the families and friends of the deceased and our sympathies to all those affected by these incidents.

Recent work-related incidents reported to WorkSafeBC

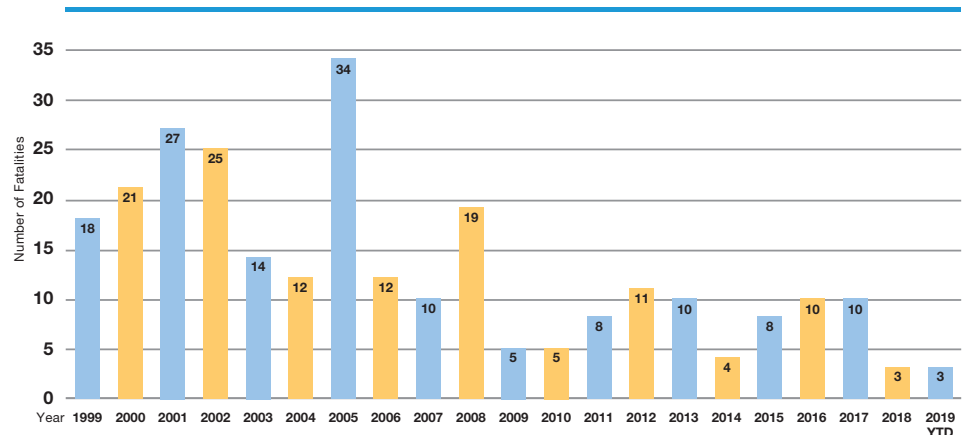
The following sample of work-related incidents recently reported to WorkSafeBC may help you to prevent similar incidents in your workplace.

HARVESTING

Injury Type: Injuries to head
Core Activity: Manual tree falling and bucking
Location: Vancouver Island/Coastal B.C.
Date of Incident: 2019-Apr
A manual tree faller was processing a cedar tree (26 inches in diameter) he had just felled. As he was removing the limbs with his chainsaw, he cut into a limb under considerable tension. The limb broke free from the stem of the tree and struck the faller. The faller was treated on site by a first aid attendant, then transported to hospital by helicopter.

Injury Type: Injuries to legs
Core Activity: Manual tree falling and bucking / Integrated forest management
Location: Vancouver Island/Coastal B.C.
Date of Incident: 2019-Mar
As a faller stepped on the side of a previously bucked root wad (from a 48-inch-diameter balsam), the root wad suddenly started to stand up, pinching the faller's leg momentarily. When the root wad stopped moving, the faller was seated on top of the stump with his other leg pinned between the stump

WSBC Accepted Harvesting Work-related Death Claims



This information represents the number of work-related deaths by year in harvesting in BC, up till May 10, 2019.

of the root wad and another previously bucked log. The faller was transported to hospital by helicopter.

Injury Type: Close call
Core Activity: Logging road construction or maintenance
Location: Interior B.C.
Date of Incident: 2019-Feb
An excavator contacted a 25 kV power line while travelling to a logging worksite. The 25 kV power line was severed and whipped up into a 60 kV overhead power line, tripping both circuits.

Injury Type: Close call
Core Activity: Log hauling / Integrated forest management
Location: Vancouver Island/Coastal B.C.
Date of Incident: 2019-Feb
A loaded log transporter travelling through a town flipped onto the driver's side while navigating a sharp corner. The driver was not injured. A passenger vehicle was struck by logs that spilled from the truck but the occupant of the vehicle was not injured.

Injury Type: Injury to upper body
Core Activity: Mechanized tree falling
Location: Northern B.C.
Date of Incident: 2019-Feb
A worker had just finished refuelling a feller-buncher from a tank mounted on a pickup truck. The worker went to move the pickup truck and it would not go into gear. The worker crawled under the truck (engine running) to see if there was a problem. As the worker made adjustments, the pickup went into gear and the undercarriage struck the worker.

Injury Type: Fractured rib and finger
Core Activity: Integrated forest management
Location: Northern B.C.
Date of Incident: 2019-Feb
A heel-boom log loader overturned while heeling a 64-foot hemlock to the bucking skid. The machine came to rest on the boom side.

Injury Type: Laceration, bruising
Core Activity: Integrated forest management

Location: Vancouver Island/Coastal B.C.
Date of Incident: 2018-Nov
A forestry worker (hooktender) involved in cable yarding operations was struck by a yarding grapple. The hooktender was checked by first aid on site, then driven to hospital.

MANUFACTURING

Injury Type: Close call
Core Activity: Pressed wood product manufacture
Location: Northern B.C.
Date of Incident: 2019-Apr
A wood pellet plant was working to resume regular production after a five-day annual shutdown. A fire was observed in the silo bucket elevator system that transports the wood pellets. The wind blew embers from this fire onto the roof of a nearby building, which houses electrical components, and started a second fire. The fire department responded and extinguished both fires. There was extensive building and equipment damage as a result of the two fires but no workers were injured.

Injury Type: Crush injury to lower body (1 worker)
Core Activity: Sawmill
Location: Northern B.C.
Date of Incident: 2019-Mar
Two workers were connecting a hydraulic cylinder to a log kicker gate. The lead worker instructed the second worker to pull the lever that activates the hydraulic cylinder. The second worker pulled the lever but the cylinder did not move. The lead worker then entered the area behind the gate to investigate, and the hydraulics activated, resulting in the kicker gate pinning him against a wall.

Injury Type: Amputation injuries to fingers
Core Activity: Wooden component manufacture
Location: Northern B.C.
Date of Incident: 2019-Mar
A chop saw line operator reached under the saw blade guarding to push a block of wood onto the outfeed conveyor. While reaching, the operator inadvertently contacted the foot pedal power control and activated the saw. ⚠️



Talkin' SAFETy with Mike Sexton:

Treating sub-contractors like employees reaps safety and performance benefits



Mike Sexton,
Supervisor,
SAFE Companies
Field Services

Hi all,

It's been a while since I've done a column as we are giving all of the Safety Advisors a chance to share their vast knowledge and observations from the field.

In this issue, I want to talk about the benefits of treating your sub-contractors like your employees, as much as possible. Doing this has several benefits. Everyone feels part of the team, and if everyone is getting the same information, things always run smoother. I was a supervisor for a company in two different divisions where our contractors generally worked side by side with the company employees. Since everyone worked together, quality, safety and production were at their peaks.

We recently had one of our Safety Advisors doing some Site Visits near the central part of the Province. The majority of the contractors visited worked for the same Prime Contractor (PC). All spoke so highly of this PC and they were treated like employees, like team members. They talked about the level of communication, including supplying documentation to make their own SAFE Certification paperwork so much simpler. They felt really happy to go to work and do a top notch job.

To quote the brilliant Mr. Murphy of Murphy's Laws: "If you try to make everyone happy, nobody will like it", but if the majority of people are happy, you have a high quality, high producing, and safe workplace. 🍀

Check these simple steps to submit an audit

1. Who will perform the audit? - Is the person a Permanent Employee? Have they taken the appropriate auditor training or refresher training in the last three years?
2. Gather the company's safety documents.
3. Get the audit form for the size of the company from the BCFSC website: <http://www.bcforestsafesafe.org/safeco-audits>
4. Answer every question. If a question is blank it scores zero. Passing is 80%. If score is above 70% but less than 80%, the company has the opportunity to address the deficiencies.
5. Review and include Corrective Action Log (CAL) from last year's audit.
6. Submit completed audit with supporting documents via upload: App.bcforestsafesafe.org/upload For assistance, call toll-free **1-877-741-1060** or email audits@bcforestsafesafe.org. If sending a paper audit, keep sheets loose. No staples, tabs, or paperclips.

Following these steps means faster processing = SAFE faster! 🍀

Tyler Bartels joins BCFSC as Regional Safety Advisor in Prince George



Tyler Bartels.

The BC Forest Safety Council (BCFSC) has a network of Regional Safety Advisors to assist contractors and companies who have safety questions or concerns, are looking to develop safety programs or want to prepare for SAFE and COR certification.

Safety Advisors are located and provide these services in the Thompson/ Okanagan, Cariboo/Chilcotin, Bulkley Valley/north coast and Prince George/ north-eastern BC. Regional Safety Advisors focus on providing practical and straightforward safety-related operational advice, support and assistance to all types and sizes of forestry companies. If they don't know the answer to any question, they know who will know and connect you.

Think of the Safety Advisors as your personal team of experts, ready to provide information and help you solve safety issues to maintain a safe workplace. In addition to providing face-to-face meetings, we also offer consultation via telephone or email, or even text.

Tyler Bartels has joined SAFE Companies, succeeding Graham Venechuk who has left the BCFSC to pursue other opportunities. Tyler is a regional Safety Advisor and is based out of Prince George. He has more than 10 years of experience working in the forestry industry, in many different areas from log hauling, harvesting, silviculture and manufacturing. For the past seven years Tyler has been actively involved in building safety programs, delivering safety training, and conducting SAFE Companies audits across BC as a SAFE Companies External Auditor.

In the past he has also supported SAFE Companies as a contractor doing desktop quality assurance audit reviews. Having a Safety Advisor in the Prince George east region will help us to better serve the northeast part of the province.

If you'd like to reach Tyler, please call him toll-free at **1-877-741-1060** or email him at bartels@bcforestsafesafe.org. To schedule an appointment with an advisor in your area, please feel free to contact them directly or call the 1-877 number above and our receptionist will transfer your call to them. 🍀



Transportation

UPDATE:

Professional log truck driver training & endorsement program



Michael and Scott of Munden Ventures, are son and dad. Michael recently completed his training having piloted the Professional Log Truck Driver Training and Endorsement Program, thanks to his employer Munden Ventures. Scott was his mentor. Read what they had to say about the experience here: <http://www.bcforestsafesafe.org/node/3331>

The training, assessment and supporting documents and tools will be completed later this summer for a fall launch of the Professional Log Truck Driver Training and Endorsement Program for industry.

Over the past several years, the content has been developed, tested and refined by industry including; subject matter experts, the Log Truck Technical Advisory Group (LTTAC), log hauling contractors and training institutions. The intended outcome is to ensure there is a consistent standard that reflects the extensive skills and knowledge a log truck driver needs to safely and proficiently operate log trucks in BC. The key objective of the program is to improve safe performance and recognize professionalism in log hauling.

The program has options for:

1. new drivers
2. experienced commercial drivers new to log hauling and
3. experienced log truck drivers.

The materials have been tested in several pilots with current and future log truck drivers and all feedback has helped shaped the launch version of the materials. Feedback and annual review will continue to refine the materials as part of continuous improvement and to ensure the materials reflect the current practices and requirements of log hauling in BC.

Please see the first-hand testimonials from one of the pilot champions, Munden Ventures, a trainee, mentor and assessor who share their experiences with the training and hope to inspire many more drivers and prospective drivers to sign up to become endorsed professional log truck drivers in BC.

See <http://www.bcforestsafesafe.org/node/3331>

MSI prevention resources available for log truck drivers

A series of videos and posters are now available to assist log truck drivers with musculoskeletal injuries (MSIs) prevention, identification and management. The videos are available here: https://www.youtube.com/user/BCForestSafety/videos?view=0&sort=dd&shelf_id=1 and the posters are here: <http://www.bcforestsafesafe.org/node/3192>

The need for these resources was identified by the Log Truck Technical Advisory Committee based on data collected through the Trucking, Harvesting and Advisory Group which showed that 20% of log hauling injuries occur while drivers are outside of the cab. In addition, WorkSafeBC's injury claim data indicates that 17% of 2018 injury claims are attributed

to ergonomic claims, with 45% of these injuries resulting in recoveries greater than 10 weeks.

The resources were developed by Total Physio, who have a depth of experience in various forestry sectors. They specialize in industrial MSI prevention, treatment and management. The resources cover knees,

lower back, neck and shoulder injury prevention and management as well as safe handling of tire chains and wrappers, and warm up exercises for log truck drivers.

Total Physio has also delivered six training sessions on Log Hauling Ergonomics during industry safety seminars in April and May.

WorkSafeBC Injury Claim Data

Measure	2014	2015	2016	2017	2018
% Ergonomic Claims	14%	21%	15%	17%	17%
% of Sprains and Strains that are Long Recovery (>10 weeks)	50%	44%	38%	47%	45%

Findings of WorkSafeBC investigation into 2017 Kelowna millworker drowning released in 22-page report

According to a Global News story, the main cause of the incident was an improperly-closed engine hatch. The story indicates that contributing factors to the fatality included an improper and non-functional personal flotation device, failure to identify hazards when working alone or in isolation and failure to implement and drug and alcohol policy in a timely fashion.

See <https://globalnews.ca/news/5209630/non-functioning-life-jacket-kelowna-millworker-drowning/> and http://www.kelownadailycourier.ca/news/article_b4742dc2-6aa0-11e9-a3b9-33a399e88d41.html 🌐

Slips, trips and falls – new video series from WorkSafeBC

Slips, trips and falls from trucks and machinery remain a serious safety challenge for all industries. 3-point contact is key. Visit this link for several new videos produced by WorkSafeBC. The first video focuses on Arvind, who falls while exiting the cab of his long-haul truck:

<https://www.worksafebc.com/en/resources/health-safety/videos/arvinds-story-long-haul-truck-driver-safety?lang=en>

See BCFSC resources here: <http://www.bcforestsafes.org/node/2142> 🌐

Press clippings worth noting

Profile on Squamish log hauling business that appeared in the Squamish Chief:

<https://www.squamishchief.com/community/about-a-squamish-trucker-on-loggers-lane-1.23782130>

Two Weyerhaeuser contractors honoured with Good Samaritan award: <https://www.summerlandreview.com/news/okanagan-man-who-wrestled-unconscious-toddler-from-submerged-car-a-modest-hero/> (and for more forestry heroes helping out members of the public please see the back page of this edition.)

In the USA: state trooper killed when two wheels detached from a logging truck trailer

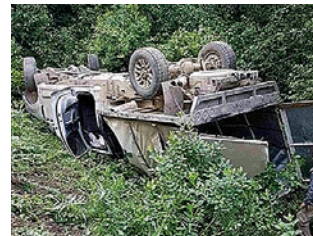
<https://bangordailynews.com/2019/04/05/news/bangor/key-question-about-detective-campbells-death-why-did-wheels-detach-from-logging-trailer/>

While the above incident is under investigation, consider the following information:

Check your Nuts! Always re-tighten wheels within 50 to 80 kms after a service. This includes any brake or other work that requires the removal of a wheel. 🌐

Light truck activity peaks in summer!

June generally means that traffic on resource roads will climb to its highest levels as tree planting and other seasonal work activities peak in the forest management sector. With the increase in 'light truck' traffic combined with log hauling and harvesting operations ramping up after break up, it is the time to remind all resource road users of the increased risks.



Road safety for workers

- Follow the rules of the road
- Drive with your headlights on at all times
- Stay on your own side of the road
- If you have a radio, make sure you're on the right frequency and follow calling procedures. If not, follow a vehicle that has a radio
- Expect the unexpected. Always be prepared for oncoming traffic including ATVs
- Have a safety check-in plan in place.

Road safety specifically for silviculture and forest management

- Ensure the vehicle, passenger and load do not exceed the Gross Vehicle Weight (GVW)
- Make sure the load is distributed to maintain the centre of gravity as low and centred as possible
- Ensure drivers are trained and competent (including towing trailers where applicable). Light truck training and competency assessment tools are available through the BC Forest Safety Council to assist. Please see <https://www.bcforestsafes.org/node/2541>
- Be aware of increased fatigue when commute times exceed 45 minutes. 🌐

Women in log hauling: Dorothy shares her experience

Dorothy Teichroeb is a Professional Log Truck Driver based in Vanderhoof and has been hauling logs for three years.

"What inspired me to go into this industry is my dream to fly.

I received all of my training with E and R Professional Driving Center, a local driving school (which I highly recommend!). Acquiring my class one was the easier part. Thankfully I was fortunate enough to have great bosses and an extremely patient brother to give me hands-on training. The first three to four months I had my hands full and sometimes felt slightly overwhelmed.

For trucking industry safety I feel that there should be a training period after you have passed your test. That is the most important thing I would stress! Just to have "professional" written on my driver's license did not give me the training I needed for driving off-highway, or extreme road conditions.

As I mentioned before mentors have helped "smooth the road" with everything from throwing wrappers, fixing air lines, how to come around a switchback, etc. I worked with Blue Valley Enterprises a lot over the last three years and the other drivers have been incredibly helpful and after a while, becomes family out there. The CVSE officers are happy to answer my questions and show me what they expect for the rig as well as paperwork.

Remembering that I am a professional helps conquer frustrations on the job. I am there to get the job done as safely and as smoothly as possible. The hours are incredibly long and nights are short so safety is a huge part. I have made many new friends and I enjoy my job.

Cheers to all the female drivers out there!"

Thanks for sharing your story Dorothy! Next edition, we will share Charlene's story. 🌐





Supervisor Talk:

Good communications skills critical to be an effective supervisor

By Gerard Messier, RPF, CRSP



*“Dear Supy,
What would you say is the most important skill for a supervisor?
Manager Mike”*

Hi Mike, that's a good question and a difficult one since we rely on our supervisors for so many things – direction of the actual work being done, training and motivation of workers, quality assurance, troubleshooting and solving problems, and working with contract managers and other stakeholders, just to name a few. However, when you drill down into all of these, there is a common element and that is communication. A supervisor with good communication skills is more effective at all of their tasks.

Let's start with explaining the difference between information and communication. Providing information is just giving out data while communication is getting through to your audience and having them understand the message. It also involves listening to them and understanding their feedback so that you can adjust your communication to be clear, well understood and not open to misinterpretation. Think about meetings you have attended and maybe even meetings that you've run. Was the audience engaged or not? Did they quickly forget about what was talked about? Did lots of people put on their sunglasses so you couldn't see them close their eyes? That's happened to me!

In the examples above, it was mostly about just giving out information – a talking head. As a supervisor you really want to be effective, so consider the following tips to help increase engagement during any communication – be it an email, text, one on one conversation or a crew meeting:

- Capture their attention – Explain how the information is immediately useful to them. People need to know why they need to learn something or how it solves a problem that they have or how it will prevent them from having to deal with issues down the road.

- Timing is everything – Get to know your crew's schedules and communicate when they are ready to listen. Late Friday afternoon or when everyone is hungry or tired are not good times.

- Location, Location, Location – Don't try to have a conversation in a noisy or distracting environment or when it's pouring rain. Hop into the cab of a pickup if possible to have a quiet and comfortable conversation. And always choose the right place for the right conversation. Give positive feedback publicly, and other feedback privately.

- Right tool for the job – Supervisors have lots of options: face to face, radio, cell phone call or text. Think about the importance of the message, complexity of the topic and how much feedback you need from the other person before choosing your communication tool. Use visuals where you can, maps and photos can work really well too.

- Choice of language – Use the right words that will be easily understood. Don't rush your message and avoid jargon or slang. No one will ever complain if you make something too easy to understand.
- Take some time to plan out difficult conversations. Think about how the other person or group is going to react to your message and how best to respond to that.
- Pay attention to your body language which speaks way louder than any of the words that you say. If you don't believe your message, your body will say so even if your words don't.
- Repetition can be a good thing sometimes. People need to hear a message several times before it sticks so don't be afraid to cover the same ground with your communications.

No one will ever complain if you make something too easy to understand.

I'll leave you with an interesting quote that should motivate you to focus on improving your communication skills:

“The single biggest problem in communication is the illusion that it has taken place.”

George Bernard Shaw 🌟

Forest Supervisor training continues to be a popular course across the province

At a Forest Supervisor – Leadership and Professionalism Course earlier this year, one silviculture company sent five of their staff to attend. Discussions included what makes for a good leader and the skills that when perfected help support effective supervision, improved safety and operational performance. 🌟



WHAT IS A LEADER?

- PROVIDE INSTRUCTION
- ~~HOW~~ MOTIVATING
- COLLABORATIVE
- VERSATILE
- KNOWLEDGEABLE
- GOOD LISTENER
- PATIENT
- ORGANIZED
- CHARISMATIC / GOOD SPEAKER
- CALM UNDER PRESSURE / CONFIDENT
- LOGICAL
- UNDERSTANDING / COMPASSIONATE
- APPROACHABLE

Recent Prince George Small Employer Occupational Health and Safety training session



Trainer and regional safety advisor, Mike Pottinger, leading a recent occupational health and safety training day for small employers in Prince George. 📍

Preventing collisions with wildlife webinar recording available to view

More than 200 participants registered to join the hour-long webinar on April 24, 2019 on preventing collisions with wildlife, hosted by Road Safety at Work and with additional presenters from the BC Forest Safety Council and the Wildlife Collision Prevention program. To view a recording of the webinar (1 hour) and see other links to helpful supporting materials, please see: <https://roadsafetyatwork.ca/workshops-and-webinars/webinars/preventing-collisions-with-wildlife/>

You may also view and/or download the presentation slides here: <https://roadsafetyatwork.ca/wp-content/uploads/2019/04/Preventing-Collisions-With-Wildlife-V5-Apr-23-19.pdf> Note: slide 16 provides the highway routes with the highest frequency of wildlife crashes.

The illusion of the open road

Straight stretches
Good road conditions

➡ **False confidence**
Increase speed

➡ **Reduce vigilance**
Increase complacency

As speed increases:

- reaction and stopping distances increase
- more severe consequences if collision occurs

Photo credit: Gayle Fraser

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Upcoming training

If you would like to see how a training course can meet your organization's needs, please let us know. We are committed to working with you to find the right training solution. We may be able to tailor a program to your specific needs and deliver it in a way that is most convenient for your operations.

Scheduled training for the next few months

(does not include tailored sessions):

Falling Supervisor training		October 17	Castlegar (2)
June 10	Campbell River	October 18	Castlegar (3)
October 21	Vernon	October 24	Prince George (1)
Basic Incident Investigation training		October 24	Kamloops (2)
June 12	Langley	October 25	Kamloops (3)
September 20	Kamloops	Internal Auditor BASE 4 Workshop	
September 23	Campbell River	June 13	Richmond
October 8	Prince George	Individual Owner Operator OHS and Refresher training	
Forest Supervisor training		June 22	Teleconference
Module 1: Due Diligence: 2 days (1)		July 27	Teleconference
Module 2: Communications: 1 day (2)		August 24	Teleconference
Module 3: Leadership & Professionalism 1 day (3)		September 28	Teleconference
June 10	Langley (1)	October 26	Teleconference
June 13	Cranbrook (2)	Joint Health and Safety Committee training	
June 14	Cranbrook (3)	October 7	Prince George
July 11	Prince George (2)	October 9	Langley
July 12	Prince George (3)	Small Employer OHS and Refresher training	
July 18	Vernon (2)	June 4	Castlegar
July 19	Vernon (3)	June 6	Vernon
September 12	Kamloops (1)	July 11	Langley
September 26	Campbell River (1)	August 8	Williams Lake
October 3	Castlegar (1)	September 12	Campbell River
October 10	Langley (2)	October 17	Prince George
October 11	Langley (3)		
October 17	Campbell River (2)		
October 18	Campbell River (3)		

View the 2019 training calendar here: www.bcforestsafes.org/fscapps/calendar/calendar.php. Please check back often as course dates may change if there is insufficient participant enrollment. All training is offered on a not for profit, cost-recovery basis. Email training@bcforestsafes.org or call toll-free **1-877-741-1060** for general information, or email Gary Banys at banys@bcforestsafes.org to answer any questions you might have about course content and/or about tailoring courses to meet your company's needs at a location of your choice. 📍

Key take-aways:

- There is significant under-reporting of collisions with wildlife
- Estimated 24,400 wildlife collisions each year costing millions of dollars
- Most crashes happen in Southern Interior of the province followed by Northern Central and Vancouver Island
- 76% of reported crashes are deer; 7% are moose followed by elk and bear
- North Central has the highest moose incidents at 28%
- Don't be trapped by the illusion of the open road – more severe crashes happen on straight stretches of good roads
- Fall – dawn and dusk are the highest risk periods for incidents
- Help all your workers who drive by doing reminders spring and fall, identifying high risk locations and reinforcing good driving practices and wildlife awareness tactics. 📍



Falling

Two fallers died in April 2019

It is with great sadness that the BC Forest Safety Council falling team learned of two faller deaths in April.

While the incidents are still under investigation, please see the preliminary fatality alerts on page 6.

For media coverage of the first faller fatality near Kitimat, please see CKPG Today, Castanet and the Vernon Morning Star links below:

<https://ckpgtoday.ca/article/558717/police-investigating-workplace-fatality-near-kitimat>;

<https://www.castanet.net/edition/news-story-254708-3-.htm#254708>;

<https://www.vernonmorningstar.com/news/man-killed-in-northern-b-c-logging-accident/>

For media coverage of the second faller fatality near Holberg on Vancouver island, identified by media as a Quesnel father of six, please see: <https://www.mypowellrivernow.com/22537/investigation-into-death-of-father-of-six-in-logging-accident-will-take-longer-than-weeks/>

<https://www.timescolonist.com/news/local/man-dies-in-workplace-incident-at-logging-site-on-northern-vancouver-island-1.23806054>

<https://vancouverisland.ctvnews.ca/man-dies-at-north-island-forestry-operation-1.4400291>

<https://www.vernonmorningstar.com/news/quesnel-man-leaves-six-kids-behind-after-port-hardy-logging-incident/>

<https://www.timescolonist.com/news/local/logger-killed-on-the-job-identified-as-46-year-old-quesnel-man-1.23808962>

<https://www.castanet.net/edition/news-story-255256-3-.htm#255256>

<https://vancouverisland.ctvnews.ca/victim-in-fatal-north-island-logging-accident-identified-as-father-of-six-1.4404122>

<https://www.cheknews.ca/quesnel-father-of-six-identified-as-man-killed-in-logging-accident-on-northern-vancouver-island-557067/>

The BCFSC extends its sincere condolences to the families, friends and colleagues of the deceased and sympathies to all those affected by both these falling incidents. At the time of going to print the BCFSC was working on the best ways to effectively gather input and have peer to peer discussions with fallers to determine what actions might best support industry in light of these recent incidents.

If you are a faller and not already subscribed to the BCFSC fatality alert email service, please subscribe here by entering your email address: http://www.bcfscsafe.org/safety_info/alerts_bulletins.html or keep checking the BCFSC website for updated information as investigations are completed into both these incidents, and updated information shared in the hopes of preventing similar incidents in the future. 🙏

Update on revised New Faller Training Program

Piloting of the New Faller Training Program by all three WorkSafeBC approved administrators (the BC Forest Safety Council, Energy Safety Canada, and BC Wildfire Service) took place in 2018. Feedback was gathered during this time from all involved via interviews, surveys and workshops.

The feedback received from the pilots and from an initial WorkSafeBC review is currently being applied to the program and should be completed by the end of this month for review and approval by the administrators before being submitted to WorkSafeBC for final approval.

WorkSafeBC will review the training program starting next month (July) followed by a final pilot this fall, with anticipated final approval and rollout to industry in 2020.

All three administrators will be adopting and using the new training materials and assessment tools once approved by WorkSafeBC, ensuring a standardized approach to training and certification of Fallers in BC.

How does this impact current certified Fallers?

There is no impact to current certified Fallers. However, if a Faller is engaged with a new faller trainee who has completed training in the new program, there will be

small changes to how the trainee's work experience will be documented. iTrak is an easy-to-use online reporting system that allows trainers and supervisors to complete weekly reports on their new faller trainees.

How does this impact current trainees?

Trainees who have completed 30 days of one-on-one training in the current program will be required to follow the current process; minimum 20 weekly reports, with the last five meeting the Standard, recommendation from their Supervisor and a minimum of 75% on the BC Faller Training Standard Field Examination and Evaluation assessment. There are currently 123 trainees who have completed the 30 day one-on-one program, but have yet to be certified.

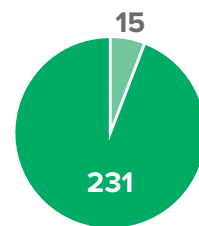
How does this impact future trainees in the new Faller Training Program?

Starting in 2020, those trainees trained in the new program will need to meet the outcomes of that program and be certified in that system. This will include weekly reports, a recommendation from their Supervisor, and completion of a Competency Conversation and Practical Assessment. 🙏

2019 FTAC Faller Survey Update

Thank you to the 246 fallers (10.22% response rate) who completed and returned the 2019 Falling Technical Advisory Committee (FTAC) Faller Survey. Your time and feedback is greatly appreciated. All responses and comments will be considered by FTAC and discussed at their June 2019 meeting, before the committee decides on next steps.

Of the 2,408 surveys mailed out, 246 surveys were completed and received back. Of these, 231 were mailed in while 15 were completed online. 🙏



2,408 surveys were mailed out. Just over 10% (246) were completed and returned – 231 on paper and 15 online.

23 faller addresses out of date

23 of the surveys mailed out were returned by Canada Post due to outdated addresses. To ensure you receive your faller card renewals and other important mail outs, please keep your contact information current. Email faller@bcforestsafesafe.org or call the falling department toll-free at 1-877-741-1060 with any changes. 🙏

Recent new faller training session on Vancouver Island

John Jacobsen (right) instructs four new faller trainees on undercuts and backcuts in stumps, in April 2019. 🌲



Health and Wellness

Increasing your physical activity levels & the 10 minute in-your-machine workout

By Dr. Delia Roberts



Over the past few years claims have been made that sitting is as deadly as smoking. While this isn't quite true, there is no question that a lack of physical activity substantially increases

the risk of developing diseases like obesity, and all the associated metabolic problems including type II diabetes. Large studies have shown that the more you sit (especially hours spent watching TV or movies), the greater your risk of dying by cardiovascular disease or cancer. There is also an increased risk of knee and back problems, depression, and even autoimmune disease. Unfortunately, this is a very serious issue for most drivers and equipment operators, as when the total time sitting per day exceeds 8 hours, the risk is at its highest level. The good news is that increasing your physical activity levels by even a small amount can help lower this effect.

For those of us that spend our workdays in a machine, truck, or at a desk, finding ways to break up the periods of sitting is critical. Simple tricks include things like standing and stretching for a minute every half hour, walking the long way around when you need

to pick up a file, visit the washroom, or get a cup of coffee – but these kinds of things aren't realistic when you have to find a safe place to stop your truck or interrupt the loading process to take a break. So here are some key areas that need to be addressed, and a few exercises that you can do in your cab anytime as well as a few more to do when you can dismount safely.

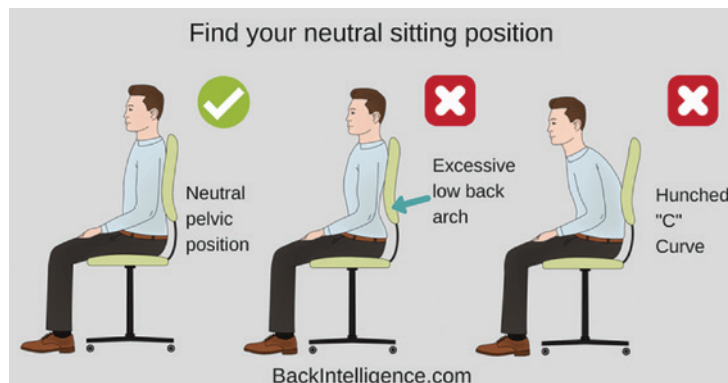
Correct your posture and activate your core first

Before you start exercising it's critical to support your lower back and neck. This is especially true after sitting for a long time, and when exposed to vibrations. Sitting posture and vibrations both act to change the normal signals that your joints send back up to your brain about pressure, tension and load. So a quick realignment is essential for your muscles to be able to support your joints.

Finding neutral posture can seem awkward and complicated at first, but it only takes a few seconds once you've learned how to dial it up and activate your core. It's important to make a habit out of checking your posture regularly. Good ways to do this are to cue it up every time you pass a mile marker or start a new load. It takes a little thought to find the right posture until you get used to it, but soon it will become as easy as calling in your kms. And once your posture is in neutral it will really help reduce neck, back and shoulder pain!

1. Sit tall with a small inward curve to your low back, eyes straight ahead, and your pelvis in neutral. If you keep anything in your pockets, empty them out – especially your wallet in your back pocket. Both butt cheeks/sit bones should be touching your seat evenly, and if you drew a plumb line

Continued on page 14...





Health and Wellness

Continued from page 13...

from your ear downwards it should pass through the center of your shoulder and the center of your hip.

2. Once you have your spine and pelvis in neutral, draw your belly in and up ever so slightly without collapsing or tightening your chest. All the tension is in your lower abdomen, your head and spine are still stacked up over one another and your chest is free to expand with a deep breath or move freely if you rotate your body.
3. Add the pelvic floor. This is the sling of muscles that supports your bladder and runs across the bottom of your pelvis. To activate it, sit up tall on a chair and feel the seat where it touches the area between your legs, then draw your pelvic floor up off of the chair. It should feel as though you are tightening your testicles or trying to hold your pee in when you need to urinate but don't have access to a toilet.

To avoid disease do 10 minutes of physical activity at least three times per day

In your machine (stationary and safety brake on)

At least twice a day choose one exercise from each category below for an in-the-cab workout. One workout consists of 10 reps of each of your chosen exercises, then go back to the beginning and repeat the whole thing again. Mix it up so that you don't do the same exercises every day.

Breathing

- Breathe in as deeply as you can for a count of 3, hold for a count of 3, breathe out for a count of 3
- Breathe in slowly (count of 4) trying to expand your ribs as much as you can. Then reverse it, focusing on squeezing your ribs down as tight as you can (count of 4)
- Breathe in for a count of 2 pushing your belly outwards, breathe out for a count of 2 pulling your belly inwards (ribs shouldn't move much)
- Breathe in for a count of 2, hold for a count of 2 then blow the air out on a count of 1 (it will feel fast but make sure to draw the air all the way in to the bottom of your lungs)

- Breathe in for a count of 2 by expanding your ribs (movement of your chest is only sideways, not up and down). Reverse by pulling your ribs in for a count of 2.

Head

- Drop your chin all the way to your chest, then keeping your chin down roll your head to the right, let your chin come up as you continue the circle to tilt your head to the back, and then roll your left ear to left shoulder and chin back down to your chest to complete the circle. Shoulder and spine stay put, only your head moves
- Repeat the above but make the circle to the left rather than to the right
- Drop your chin down to your chest on a count of 2, drop your head to the back on a count of 2. Shoulder and spine stay put, only your head moves
- Drop your right ear to right shoulder, then left ear to left shoulder. Shoulder and spine stay put, only your head moves
- Turn your head to the right as far as you can, then back to the left as far as you can. Shoulder and spine stay put, only your head moves
- Turn your head to face the right, drop your chin down and roll your head across the front and up to face the left. Then reverse. Shoulder and spine stay put, only your head moves
- Do the half circle described in the exercise before this one, but use your hand to gently pull your head down so that you get a little stretch. Go slowly and when you find a sore spot, spend at least 30 seconds in that position before moving on.

Shoulders

- Shrug your shoulders up to your ears and then back down. Keep your postural alignment, only your shoulders move
- Lift your shoulders up to your ears, then roll them as far forward as you can, then press them down and lengthen your neck up, and finally squeeze your shoulder blades together before returning to neutral.
- Reverse the above
- Put your hands against the steering wheel or dashboard and push slightly to contract your arm muscles. Keep the forward pressure on while you roll your shoulders forward and then squeeze your shoulder blades together
- Hold on to the steering wheel, arm rest or handle. Keeping your shoulder down and in neutral posture, pull against the wheel to contract the muscles on the outside of your arm for 10 seconds. Then push against the wheel to contract inwards. Repeat with the other arm

- Keeping your shoulders down, raise your arms up over your head and press your hands against the roof of the cab. Hold for a count of 10, then drop your arms and press down against the seat for a count of 10
- Put a Lacrosse ball into an old sock and place it behind your shoulder. Lean back against your seat as you roll the ball across your upper back. Hold for 30 seconds when you find a sore spot.

Waist/hips

- After setting your posture rotate at the waist as far to the right as you can go. Tighten your core and pelvic floor and bend forward as far as you can without letting your low back round up. Return to upright and then lift your chest and lean back keeping your head lined up with your spine. Return to center before twisting at the waist the other way and repeating the forward and backward bends. Lastly, while facing front, bend at the waist as far as you can to the right, return to center and then as far as you can to the left. Note: It's likely that space constraints in the cab will prevent you from bending forward or sideways on the left side, but do the best that you can within the space available. If you put your hands behind your head this will be harder
- Sit tall and set your core and pelvic floor. Lift one butt cheek off the seat, then return to center and lift the other. Try not to collapse at the waist but rather keep your ribs lifted and move your hips underneath you. After returning to center, gently round at the low back and then tilt your pelvis forward to arch your low back – again keeping your ribs lifted and your core activated.

Legs

- Sit tall in your seat with your back off of the seat back. Make sure your lower back is in neutral and your core and pelvic floor are activated. Lift your right leg off of the seat with the knee bent – don't let your hips twist even a little. If they do twist, lower your leg, focus on your core and pelvic floor and try again. Hold for a count of 5 and lower your leg back down, repeat with the left leg
- Same exercise as above but after lifting your leg off of the seat, straighten it as much as you can before holding for the count of 5. Return to the bent position before lowering
- Same exercise as above but rather than holding for a count of 5 in a static position, straighten and bend your leg 5 times before lowering back down
- Same exercise as above but after lifting your leg off of the seat move your knee out to the right (on the right side), or left (on the left side) so that you use the muscles on the inside and outside of the thigh to control the movement Open and close the thigh 5 times before lowering the leg and repeating on the other side
- Alternate right side, left side on a count of two for any of the above exercises instead

of holding the static position. In other words, lift the right knee, put it back down (don't drop it, but lower it deliberately), then immediately switch to the left side, then back to the right and so on until you have lifted each side a total of 10 times

- With your feet squarely on the floor, put your hands on the seat beside your hips, press your upper back into the seat back and lift your butt off of the seat. Your arms are mainly for balance, don't use them to support your weight. Hold for a count of 5-10.

Feet

- Lift one leg off of the seat and straighten it to about 45 degrees. Point your toe and then flex your foot as much as your boots will allow, 5-10 times. Repeat on the other side
- Repeat the exercise above but instead of point and flexing your foot, make a circle with your toe. In other words, from the flexed position turn your toes inwards as far as you can, then point towards the floor, then to the side and back up to the flexed position. Repeat circling around to the outside first
- Place your feet flat on the floor and lift your heels off, then lower them back down
- As much as you can inside your boots, curl your toes, wiggle them up and down, or stroke the sole of your boot for a count of 5
- Put the toe of your left foot on top of the toe of your right foot, pull up with the right as hard as you can. Adjust the pressure that you put on your left foot so that your right toes can move up and down slowly, while contracting hard. Switch to the left foot on the bottom and right foot on the top
- This exercise is the same idea as the one above, but instead of up down, try to move your foot inward and outward.

On the ground

- Once a day do an on-the-ground workout. One workout consists of ten reps of each of your chosen exercises, then go back to the beginning and repeat the whole thing again. The walk around is a great time to do this. You have to get out of your truck anyhow, so take an extra 5-10 minutes and move!
- Walk around your machine 5 times. As you do so focus on keeping your posture in neutral and your core and pelvic floor activated the whole time. Bend with squats when you need to inspect lower areas
- Face your machine somewhere that the ground is reasonably even and not icy. Step back about 4 foot lengths away and put your hands on the machine at shoulder height so that you are leaning against the machine with a straight body and straight arms. Bend your arms to lower your body forward in a standing push up, then straighten them again to raise your body. If you have the strength you can do these off of the lower step of your machine, so that your body is almost fully horizontal

- Use some resistance banding, an old bicycle inner tube or a bungee cord that is tied off to a handle on your machine. Standing with your right side closest to the machine, grab the elastic, bend your elbow to 90 degrees and tuck it into your waist. There should be a little bit of pull from the elastic. Resist the pull as you open your arm so that your right hand moves closer to the machine. Then pull as you move your hand across to your waist on the left. Return to the middle and after your 10 reps, switch the elastic to your left hand (your right side is still closest to the machine). With your left elbow bent 90 degrees tucked in close to your side, pull on the elastic to open your left arm to the left, then resist the pull as your left hand moves across to your waist on the right
- Repeat the above exercise with your left side closest to the machine
- Hold onto the handle for 3-point contact. Lift one foot up onto the lower step of your machine. Using your leg (arm is only for balance), push up as though stepping up onto the platform. Fully step onto the upper step before lowering yourself back down. Complete your 10 reps, then switch sides
- On a reasonably smooth surface with good traction step straight forward with a big step, then keeping your weight even between your two legs, lower into a lunge. Your front knee should not drop inwards, keep it lined up with your foot and pointing straight ahead. Extend your legs and push off your front foot to return to standing. Repeat on the other side
- This exercise is similar to the one above, but the step is out to the side instead of to the front. As before control your knees to make sure they are lined up with your feet and do not drop inwards. You can bend both knees or keep the left leg straight when stepping to the right, and the right straight when stepping to the left. Both kinds of side lunges are good, as long as your lower back stays in neutral and your bent knee is lined up with your toes. Repeat on the other side
- Touch your machine for balance and raise yourself up onto your tiptoes, then lower. If you can control this on two feet, try it one leg at a time
- Jumping jacks and skipping are great ways to raise your heart rate when you don't have much space. Start with 30 seconds at a time and increase by 30 seconds every third day until you can do 10 minutes.

Stick with it and reap the rewards!

- When you first start moving it's going to be hard. It will feel awkward and you'll likely experience some muscle soreness. The people around you might not be supportive. But if you keep it up for a couple of weeks it will feel better! You'll start to see how much easier it is to perform daily tasks, you'll sleep better and have more energy – the benefits are endless. So start today, make

the commitment to yourself and your family, and reap the rewards of improved health ten-fold! 🙌

Breathing yourself to calm

A presenter at the 2019 HarvestTECHX steep slope logging conference in Richmond, BC shared some excellent tips on managing stress.

Lance Burdett, of WARN International, out of Auckland New Zealand, took participants through breathing exercises and tips to not only calm oneself but to get to sleep quickly.

Do check-out his 6-page tip sheet on step by step activities you can try to help you better control your fight-or-flight-response so that the next time you feel yourself getting angry or afraid you can take back control through how you breathe.

Spoiler alert: Take a long slow deep breath (always through your nose) to fill your lungs and hold it for at least three seconds (count inside your head as you hold your breath) before slowly breathing out. Do it once or twice. Don't do it more than that as you could hyperventilate. Do it now and feel the change.

See www.warninternational.com to learn more and to download the tip sheets. 🙌

Managing an aging workforce for health, safety and performance

As industries across the world focus on rethinking workplaces to attract Generation Z and Millennial workers, more attention is also being paid to keeping aging workforce members at work for longer – leveraging their many years of experience, work ethic and reliability.

Here is a recent article on the topic with tips for workplaces to consider in supporting improved health and wellness among an aging workforce and a link to a Q&A on aging workers from the Canadian Centre for Occupational Health and Safety:

<https://www.safetyandhealthmagazine.com/articles/18302-managing-an-aging-workforce> and https://www.ccohs.ca/oshanswers/psychosocial/aging_workers.html 🙌



Your take on Safety

Silviculture workers assist injured horseback rider

By Dr. Jordan Tesluk,
silviculture safety advocate

On April 7 this year, shortly after 4pm, a crew of tree planting workers spotted a woman by the side of the road near Northwest Bay Logging Rd in Parksville, Vancouver Island. The workers learned the woman's riding partner had fallen from a horse and was in need of medical attention. The crew promptly assisted by delivering aid and ensuring medical services could reach the injured rider. The crew received the following thank you:

“To the tree planting crew I flagged down ... thank you! You didn't hesitate when I told you my horse riding partner was injured and I needed a blanket. You offered up a crew member to stay with me to help with the horses. Then you returned, waited until the paramedics were ready and all helped carry the clamshell stretcher to the waiting wheelie stretcher. The fella helping with the horses braved walking the anxious one out with me so we could keep them together.

– Teresa Shields ”

It is no surprise that the supervisor leading the workers is no stranger to emergency response. Only two months earlier, Liz Rhodes of Brinkman and Associates Reforestation was picked from the audience to participate in a live demonstration of first aid and emergency egress at the Western Forestry Contractors' Association annual conference. Liz provided an excellent demonstration of skills and has been a leader in conducting safety drills in her company. With this preparation, she was able to respond to the emergency with full confidence in her crew's ability to work as a team.

This is not the first time a forestry crew has aided the public. More than 10 years ago, Bill Spensley of Zanzibar Holdings provided life-saving emergency first aid to a woman injured in an ATV crash near Harrison Lake, and was awarded a commendation for his actions. Many others have helped members of the public in road incidents. Forestry workers travel many highways and resource roads where incidents may occur. Having a well-prepared crew and adequate equipment can be a life-saver not only for workers, but also for members of the public.

Emergency drills are a critical component for ensuring a calm and effective response. Employers are required to do emergency drills as part of SAFE Companies audit standards, and in accordance with Section 4.14(3) of the Occupational Health and Safety Regulation. However, the benefit of drills extends far beyond the workplace, and helps build skills and qualities in workers that serve them well throughout their lives.

In British Columbia, those who stop to provide aid are protected by the BC Good Samaritan Act that states people providing emergency assistance to an injured, ill, or unconscious person are not liable for death or injuries that they may inadvertently cause in their attempts to help. There are exceptions in that people providing aid must not be grossly negligent, and it assumes that the Good Samaritan is not employed specifically for emergency response or gaining profit from the rescue.

In other words, if someone needs help, and you do your best to try, you won't be punished if things do not turn out well. In this most recent case, things turned out well and the injured horseback rider is expected to recover after surgery. The grateful public member commented further: “I'm sure the crew was at the end of their day and wanted

to be done but they didn't hesitate to step up. I'm a retired RN. It's team work that makes this life easier. This crew personified team work and grace.”

Congratulations and thanks to Liz Rhodes, Bill Spensley, and all the many other forestry workers who have been there when needed and have never hesitated to help. 🙌



A Brinkman silviculture crew conducting a drill.
Photo: Robin McCullough.

Getting ready for a safe career in forestry



Two-year-old Artur, son of a SEBASE SAFE Certified company owner, has his PPE all figured out and is a Forest Safety News fan. Thanks to his Dad for sending in the photo! 🙌

ABOUT Forest Safety News

Forest Safety News is published six times a year: February, April, June, August, October and December. All submissions – letters to the editor, safety tips, photos, safety stories, concerns etc. – are welcome. The opinions expressed in the newsletter are not necessarily those of the editor, staff or board of the BC Forest Safety Council. All decisions to publish materials rest with the editor. 13,200 copies of each edition are distributed via mail or email. Additional copies are distributed at industry events.

Subscriptions

If you would like to continue to receive a hard copy or would prefer to receive an electronic copy of this newsletter, please email editor@bcforestsafesafe.org and ask to be added to the print copy or email distribution lists. Email subscriptions are encouraged.

Have a story, letter to the editor, safety tip, ideas or photos?
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New Resource Package Developed for Working Under Vehicles

Since 2015, there have been six worker fatalities and numerous serious injuries to workers working under or around vehicles and equipment. To support employers and supervisors in leading workplace discussions to prevent these incidents, BCFSC has developed a resource package. The package has two options to facilitate discussion, a formal presentation and a toolbox discussion guide.

The first option is a slide presentation intended for use during sit down meetings and is ideally suited for large groups of people. The presentation describes the recent incidents, identifies common contributing factors and supports the facilitation of a discussion on how the workers and employer at the worksite will work together to prevent these types of incidents from occurring. The package includes slides, a slide guide, facilitator notes, and a sign in sheet.

The second option is a toolbox discussion guide. This guide supports someone leading a toolbox safety meeting. The toolbox guide does not require a projector or large space, so is ideally suited for smaller work groups. The guide covers the same material as the slide package, but is presented in a way that allows the material to be covered at a toolbox meeting. The guide also includes a place for workers to sign that they have participated in the discussion and commit to preventing these incidents.

Neither of these resources requires the facilitator to be an expert on vehicle maintenance.

"This resource package was developed to highlight the risk of working around vehicles and promote discussion and awareness to support the prevention of these types of incidents and ultimately contribute to a safer working environment."

Welcome to the August 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.

said Richard King, Manager of Program Development. "This information is applicable to both work and home and provides the opportunity for crews to engage in productive discussions to ensure these incidents are prevented".

For more information, or to access the resource package directly, please visit the BC Forest Safety Council website at: <https://www.bcfscsafe.org/node/3373>.

Comments or suggestions for improvement to this resource package can be sent to training@bcforestsafesafe.org.

Managing Stress in the Workplace

The recent downturn in the forest industry has had significant effects across the province, with both temporary and permanent mill closures; work uncertainty from companies and workers alike; and feelings of frustration from all corners. During this period of uncertainty in the industry, workplace stress and the associated potential for incidents is a major cause of concern. It is important to take extra care to ensure the safety of our coworkers and ourselves.

Stress can be helpful, giving us the energy and drive to perform at high levels and complete difficult tasks; however when stress becomes prolonged or extreme, it can have harmful or dangerous effects. Many of us can feel overwhelmed at work

and not know where to turn. This is a sign that stress is becoming unmanageable.

What is stress?

The Canadian Mental Health Association defines stress as our body's reaction to a real or perceived threat. It is "a reaction to a situation – it isn't about the actual situation. We usually feel stressed when we think that the demands of the situation are greater than our resources to deal with that situation." (<https://cmha.ca/documents/stress>) Stress is our body's fight or flight response to an external situation. However, in today's society—and especially in a work environment—fighting or running away is not an option, so our reactions to stress manifest physically and mentally in

unwanted ways. Occupational stress, or workplace stress, is a common concern for many on the jobsite and is especially problematic during periods of upheaval and uncertainty.

This issues associated with stress are not limited to a certain sector or level in an organization. Stress problems can affect people in both small and large organizations; and at all levels, from workers to owners or executive managers.

Signs of Stress

Excessive stress can cause physical symptoms such as headaches, an upset stomach, elevated blood pressure, chest pain and problems sleeping. People are also more likely to get sick when dealing with elevated levels of stress. Chronic,

Continued on page 2...



Continued from page 1...

untreated stress has been reported to lead to serious medical issues, such as depression, heart disease, forms of anxiety, and obesity.

People dealing with physical symptoms of stress may show up to work fatigued, distracted, or have trouble focussing. Stress can also directly affect mood and people may have trouble making decisions or lack confidence. These effects can all contribute to incidents in the workplace.

Stress is also harmful when people engage in the compulsive use of substances or other negative behaviors to try to relieve their stress. These behaviours can cause people to lose sleep, become distracted, neglect responsibilities, or become withdrawn. Proper self-care is a better strategy for dealing with stress than these behaviours.

Managing Stress

Managing stress effectively reduces the negative symptoms and allows us to pay attention to the critical safety aspects of our jobs. The Canadian Centre for Occupational Health and Safety (CCOHS) says that there “are many ways to be proactive when dealing with stress. Mental fitness, self-help, taking healthy steps, stress management training, and counselling services can be helpful to individuals, but do not forget to look for the root cause(s) of the stress and take steps to address them. However, in some cases, the origin of the stress is something that cannot be changed immediately. Therefore, finding ways to help maintain personal good mental health is...essential.” (<https://www.ccohs.ca/oshanswers/psychosocial/stress.html>)

This advice is important for all of us—workers, supervisors, and owners—because the current industry environment, the root cause of a significant amount of stress, is not within the control of the vast majority of us. It is important to focus on the things that we can control, such as engaging in self-care, managing our immediate work environments, and supporting one another. For business owners it is important to foster positive health and supportive relationships in your business, and to ensure that people get help if they need it.

Tips to help reduce stress:

- Build good relationships with co-workers. Talk about stress and how it can be harmful. Watch out for each other and offer to help if someone is having problems with stress.

- Encourage coworkers to ask for help if they need it and provide them with positive support resources like Employee and Family Assistance Programs.
- Get exercise. Physical activity reduces stress and improves your mood.
- Make time for self-care and to set aside time for the things that bring you happiness.
- Get sufficient, good-quality sleep. You can build healthy sleep habits by limiting your caffeine intake late in the day and minimizing stimulating activities, such as computer, cellphone and television use, at night.

Tips to support workers:

- Treat all employees in a fair and respectful manner.
- Be aware of the signs and symptoms that a person may be having trouble coping with stress.
- Involve employees in decision-making and allow for their input directly or through committees, etc.
- Encourage managers and supervisors to have an understanding attitude.
- Incorporate stress prevention or positive mental health promotion in policies or your corporate mission statement.
- Value and recognize individuals' results and skills.
- Provide access to Employee Assistance Programs (EAPs) for those who wish to attend.
- Do not tolerate bullying or harassment in any form.

(Adapted from <https://www.ccohs.ca/oshanswers/psychosocial/stress.html>)

Conclusion

Despite the challenging state of the forest industry right now, it is important to continue to ensure that work is done safely, whether as an employer or a worker. The news of mill closures is understandably a huge stressor. It is important for everyone to take the steps necessary to ensure that stress is not keeping them from concentrating on their jobs, or causing physical or mental issues that may lead to incidents in the workplace. Take proper steps to manage stress, and, if you need help, reach out. Negative stress, and potential negative coping mechanisms associated with it are dangerous and we need to watch each other's' backs. 🙏

Understanding how WorkSafeBC Classifications and Assessments are determined

WorkSafeBC's Howard Chang, Director of Assessments; Gerry Paquette, Manager of Classification; and Tom Pawlowski, Manager of Industry and Labour Services (with a focus on forestry) shared how they determine which Classification Units (CUs) companies are put into, as well as what opportunities there are each year for companies to request reconsideration if on the remote chance there has been an error in classification.

The process of initial classification: how do you make your money?

At the time a company registers with WorkSafeBC, a number of questions are asked. These include: how do you make your money? What are your clients paying you to do? And by “you” it could be you, your crew or sub-contractors.

Of the 240,000 employers registered with WorkSafeBC only about 15,000 have more than one classification assigned. The overwhelming majority of employers have one.

At the time of registration, an employer will receive a welcome package and a description of their company's classification unit assignment. If it doesn't look right, employers need to give WorkSafeBC a call.

If the work doesn't have a 100% fit, then it is the best fit, recognizing that companies might engage in two or three activities that have different CUs. The question then is where do they generate the majority of their revenue? And the answer directs the company's placement into that specific CU.

“We recognize that things evolve with employers and the type of work they do – where they get their money from can change. So every year we send a copy of each employer's industry description. If it doesn't look like them any more then they need to give us a call to ensure we have them in the right classification unit,” said Gerry.

Employers are classified on their industrial undertaking not their occupations

So for example, a construction contractor, architect, and construction project manager are all paid to put up houses so they all belong in the industry they are being paid to deliver on. “We classify employers based on their industrial undertaking not their occupations,” said Gerry.

And the industrial undertaking becomes critical risk. For example, if someone in forestry is constructing and/or maintaining logging roads this means that they generally have a higher risk of exposure than other road maintenance operations in urban settings.

When in doubt, make the call

It remains the employer’s obligation to give WorkSafeBC a call if they believe the classification unit assignment is wrong.

According to WorkSafeBC, this is a very rare occurrence but it can happen. And when it does, based on additional input, employers can be reclassified.

Sometimes WorkSafeBC gets tips from third parties that a classification may not be accurate

WorkSafeBC has received information from a competitor firm, an auditor or a prevention officer that a company appears to have the wrong classification unit. WorkSafeBC will review but it will never make a change without having dialogue directly with the employer, either verbal or written.

Any time that a company’s classification is changed, a follow-up letter goes to the employer explaining the review process and what recourse that employer has if they don’t agree. Employers may contact the letter writer, the assessment department and/or appeal for review.

Robust review process

WorkSafeBC has a long-standing committee chaired by their CFO that examines the classifications to ensure that they continue to represent the economy in BC. Changes are made either to the definitions of classification units or with the addition of new classification units as industries evolve.

In total there are between 500 and 550 industry classifications.

One of the key reasons classifications are kept relatively small is to ensure that data generated out of each classification unit is meaningful as a tool to use in improving health and safety in the province.

Industry classifications are just one of those tools to ensure that there are buckets of similar employers with similar risk profiles that generate meaningful data buckets. It is also about parity. “We also want to ensure that employers who are competing with each other in the same market place, with similar safety records/claims are paying the same insurance rates,” said Howard.

“Most importantly when employers are grouped in the right classifications we can better inform responses to health and safety exposures, and share meaningful data and information to ensure controls and mitigation are in place,” said Tom. 🗣️

Vancouver Island Safety Conference 2019 – save the date!

The Vancouver Island Safety Conference is scheduled to take place on Saturday, October 5th at the Vancouver Island Conference Centre in Nanaimo. The theme for this year’s conference is “Succeeding in Today’s Evolving Work Environment”. Keynote conference presenters will provide the latest information on topics ranging from change management to mental health. The conference will continue to have shorter, high impact sessions. Presenters will have booths at the trade show to allow time for one-on-one interactions or follow-up questions. To register for this free conference, please go to: <http://www.bcforestsafesafe.org/fscapps/reg.php?e=26> 🗣️

BC Forest Safety Council 2018 Annual Report Summary

Read the BCFSC annual report highlighting current BCFSC activities, opportunities for new projects and programs to better support industry safety. <http://www.bcforestsafesafe.org/files/BCFSCAnnualReport-2018.pdf> 🗣️

BC Forest Safety Council 2018 Ombudsman Report Summary

The BC Forest Safety Ombudsman is part of the BC Forest Safety Council, and is mandated to investigate safety concerns and provide recommendations for improvement. Below is the link to the 12th BC Forest Safety Ombudsman report. Each year, this report is generated to provide general observations on how the forest sector is doing in achieving the goals industry has set. <http://www.bcforestsafesafe.org/files/bcfsc-ombudsreport-2018.pdf> 🗣️



BC Wildfire Service (BCWS) Fire Danger

British Columbia's forests and wildland cover over 94 million hectares (nearly a million square km and are the most diverse in Canada. Confronted by an average of 2,000 wildfires each year, highly trained fire crews are successful in containing 94 percent of all wildfires in B.C.

Fire Danger

Weather has a significant impact on wildfires – in how they start, how aggressively they spread, and how long they burn. Find out the current fire danger rating in your area and other information about fire weather.

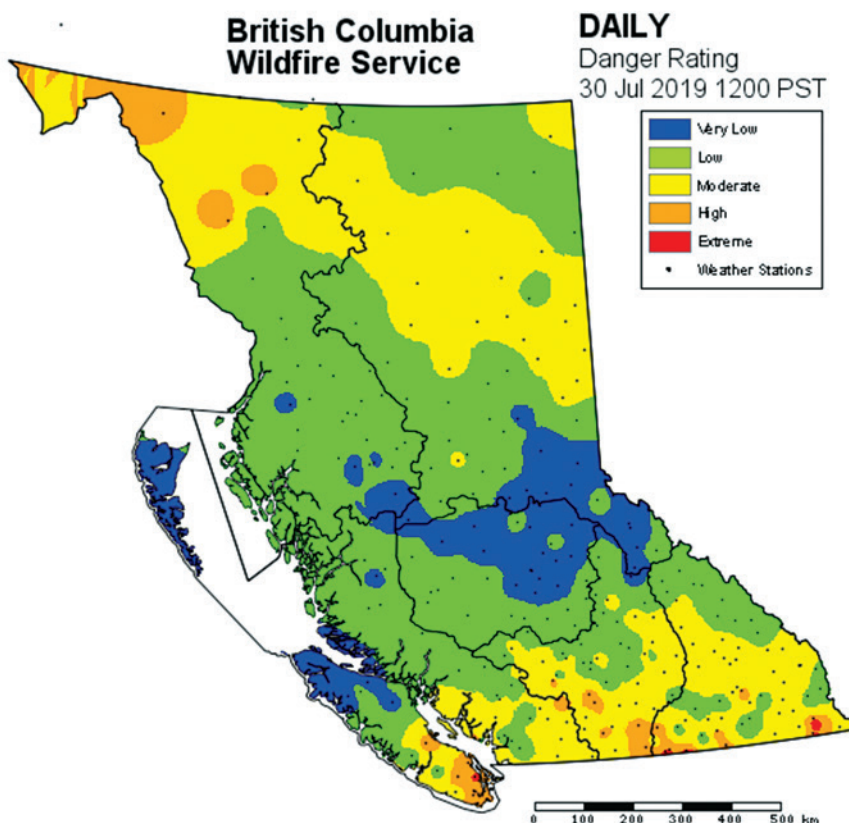
The BC Wildfire Service operates about 260 weather stations, which send reports on an hourly basis. These hourly weather observations, supplemented by data from other agency stations, support fire weather forecasting and the Canadian Forest Fire Danger Rating System (CFFDRS).

The computer-based CFFDRS is the primary fire management decision aid in Canada. With it, fire managers can assess the potential for ignition, spread and burning intensity. This information is used for making fire prevention, preparedness and suppression decisions, as well as other general fire management decisions.

Temperature, relative humidity, precipitation, wind speed and wind direction are recorded by the fully automated stations. This data is transmitted to BC Wildfire Service headquarters every hour from April through October, but less frequently and from fewer stations during the winter months. Data from other agencies' weather stations is also used and transferred electronically to headquarters.

Fire Danger Rating

The Canadian Forest Weather Index (FWI) System is used to anticipate the potential for daily fire ignition across the country. The fire danger rating (i.e. the risk of a wildfire starting) for the province is updated daily at approximately 2 pm.



Two distinct categories are considered when assessing the fire danger rating:

Human-caused fire – The likelihood of human-caused fire occurring in an area on a particular day can be predicted based on: 1) how receptive the small, thin forest fuels are to ignition and spread (largely determined by the moisture content of these surface fuels); and 2) how much human activity is happening in or near the forest (creating “ignition sources”). Clear patterns of this activity can appear, with fires emerging in clusters close to populated areas, roads and railways. **Lightning-caused fire** – Fire managers track the location of all the lightning strikes in their regions, in real time, every day of the fire season. They use this information, along with outputs from the FWI System, to tell them where pockets of lightning-caused fire can be expected to hold over (grow slowly beneath the surface or in dry rotten logs) and when lightning-caused fires might begin actively spreading.

The Canadian Forest Fire Behavior Prediction (FBP) System helps forest

managers assess how fast a specific fire could spread in a particular forest type, how much fuel it might consume and, ultimately, how intense that fire might be. The intensity of a fire is the factor a fire manager uses to determine what tactics and resources are needed to fight a fire.

The FBP system relies on 14 primary data inputs in five general categories: fuels, weather, topography, foliar moisture content, and type and duration of prediction. This data, when combined, provides an indication of expected fire behaviour. For example, the moisture content of surface fuels, together with the observed wind speed, yields the Initial Spread Index—an indicator of how fast a fire is expected to spread—which in turn is used to calculate a fire's rate of spread (e.g., in kilometres per hour).

The FBP System also uses the indices of the Forest Fire Weather Index System and converts them to stand-specific predictions of fire behaviour for all the major forest types across Canada.

What the danger class ratings mean

Low: Fires may start easily and spread quickly but there will be minimal involvement of deeper fuel layers or larger fuels.

Moderate: Forest fuels are drying and there is an increased risk of surface fires starting. Carry out any forest activities with caution.

High: Forest fuels are very dry and the fire risk is serious. New fires may start easily, burn vigorously, and challenge fire suppression efforts. Extreme caution must be used in any forest activities. Open burning and industrial activities may be restricted.

Extreme: Extremely dry forest fuels and the fire risk is very serious. New fires will start easily, spread rapidly, and challenge fire suppression efforts. General forest activities may be restricted, including open burning, industrial activities and campfires.

NOTE: The danger class map is intended for general public information only. For regulated forest operations, the danger class value must be derived from weather data representative of the site on which operations are being conducted.

Where discrepancies exist between the colour display on the weather maps and the numerical values posted for the weather stations, the posted numerical values shall take precedence for the purpose of implementing the Wildfire Regulation.

Danger Class Report

A detailed danger class report provides estimated and forecast fire danger rating values for specific weather stations.

The danger class report is updated every day based on weather station data collected from around the province. To find out what the fire danger rating is near you, please select a region from the list below or view all regions.

Current BC Wildfire Statistics

As of July 29, 2019	TOTAL	Coa	NW	PG	Kam	SE	Car
New Lightning-Caused Fires	0	0	0	0	0	0	0
New Human-Caused Fires	3	2	0	0	1	0	0
Total Fires to Date (current fiscal year)	570	108	82	130	108	97	45
Total Area Burned (Ha.) (current fiscal year)	12,632	304	2,820	7,798	1,403	120	187

New fires are those that were discovered on Jul 28, 2019. The current fiscal year is from April 1, 2019 to March 31, 2020.

Coa = Coastal
Kam = Kamloops

NW = Northwest
SE = Southeast

PG = Prince George
Car = Cariboo

Cariboo Fire Centre:

<http://bcfireinfo.for.gov.bc.ca/hprScripts/DgrCls/index.asp?Region=7>

Coastal Fire Centre:

<http://bcfireinfo.for.gov.bc.ca/hprScripts/DgrCls/index.asp?Region=2>

Kamloops Fire Centre:

<http://bcfireinfo.for.gov.bc.ca/hprScripts/DgrCls/index.asp?Region=5>

Northwest Fire Centre:

<http://bcfireinfo.for.gov.bc.ca/hprScripts/DgrCls/index.asp?Region=3>

Prince George Fire Centre:

<http://bcfireinfo.for.gov.bc.ca/hprScripts/DgrCls/index.asp?Region=4>

Southeast Fire Centre:

<http://bcfireinfo.for.gov.bc.ca/hprScripts/DgrCls/index.asp?Region=6>

Please note that the data within the danger class report is only relevant for the geographic location of the weather station. Persons carrying out industrial activities who want to apply the danger class information from this website must determine that the weather station location is representative of their operational area. 🌲



Work-Related Deaths & Injuries

There have been three direct harvesting fatalities in 2019, year to date

Recent work-related incidents reported to WorkSafeBC

The following sample of work-related incidents recently reported to WorkSafeBC may help you prevent similar incidents in your workplace.

HARVESTING

Injury: Fractured vertebra

Core Activity: Cable or hi-lead logging

Location: Vancouver Island/Coastal B.C.

Date of Incident: June 2019

A worker (hooktender) was working at the top of a grapple yarding cutblock. A tailhold tree anchor and at least two other trees were pulled over while the yarder was yarding a turn of logs. The worker was struck and dragged down the hill by the falling trees. The first aid team treated and evacuated the worker to a helipad, and the worker was then flown to hospital in a contracted helicopter.

Injury: Bruising and cuts

Core Activity: Integrated forest management

Location: Lower Mainland

Date of Incident: June 2019

A worker in a logging camp was using a company vehicle after hours to access a hot spring. On the way back to camp, the vehicle rolled over onto the driver's side, pinning the driver between the cab of the truck and the gravel road surface. The worker was extricated from the vehicle, given first aid, and flown to a transfer point, from which the worker was transported to hospital by ambulance.

Injury: Upper body fracture, lacerations (1 worker)

Core Activity: Cable or hi-lead logging

Location: Lower Mainland

Date of Incident: June 2019

A landing worker was working on a logging landing near a grapple yarder. The crew was re-rigging to move the yarding operations to a different part of the cutblock. The yarder operator was reeling in the haulback cable when it

became caught on an obstruction. The landing worker had walked to a position under the running haulback cable, between the grapple and yarder's tracks. The grapple was suspended immediately in front of the yarder near ground level. When the haulback cable hung up, the grapple swung and struck the landing worker. The worker was treated and evacuated by on-site first aid attendants in the employer's emergency transport vehicle (ETV). They met emergency responders en route and the worker was transported to hospital by air ambulance.

Injury: Chemical burns

Core Activity: Bushing and weeding or tree thinning or spacing

Location: Vancouver Island/Coastal B.C.

Date of Incident: May 2019

A worker came into contact with an unknown chemical liquid while clearing vegetation from a vacant lot for a utility right-of-way. The unknown chemical was

in an unlabelled container, discarded in overgrown vegetation. The chemical spilled onto one of the worker's boots, penetrating the leather and burning the worker's foot.

Injury: Close call

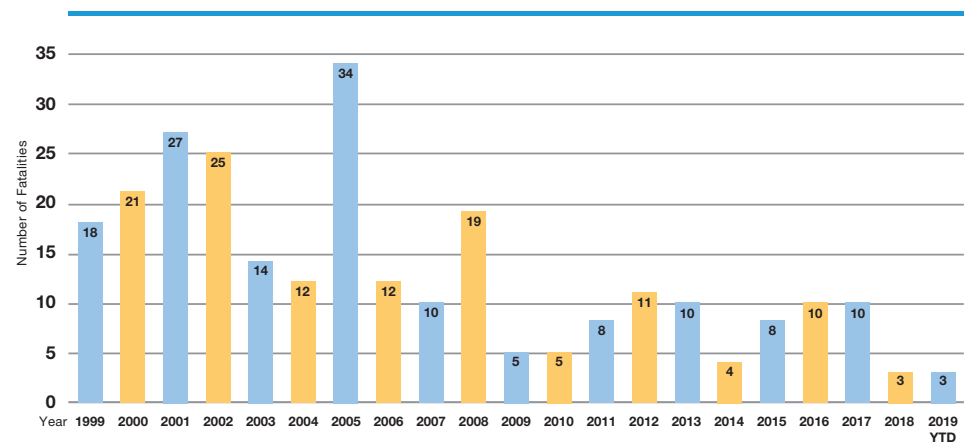
Core Activity: Integrated forest management

Location: Northern B.C.

Date of Incident: May 2019

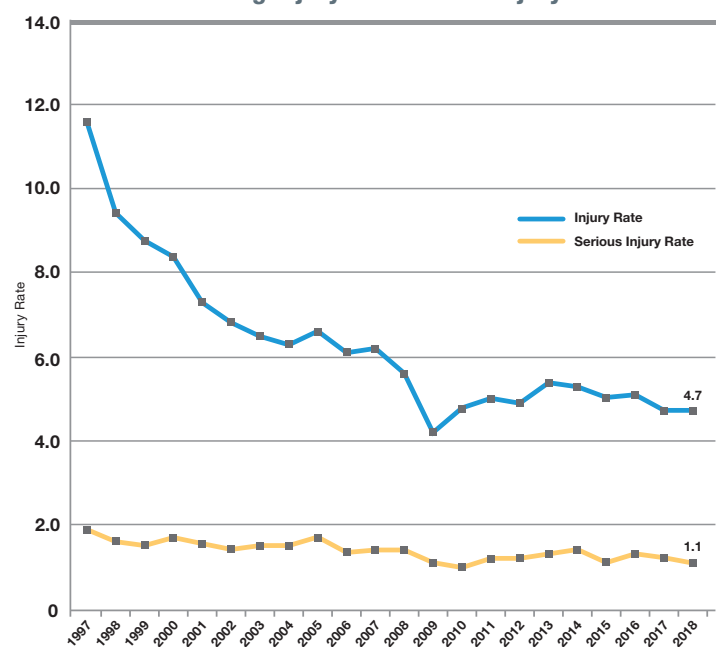
A worker on a forestry cable-yarding

WSBC Accepted Harvesting Work-related Death Claims



This information represents the number of work-related deaths by year in BC, up until June 30, 2019

Harvesting Injury and Serious Injury Rates



This information represents the trend comparison of injury and serious injury rates from 1997 - 2018

operation was using an excavator to construct a backspare trail on a slope of 40-45 percent. The slope around the excavator failed. As the machine started to slide, the operator released the seat belt and jumped out of the cab. The excavator slid backward down the slope about 100 feet and came to rest upright on a debris pile. The worker was assessed by the first aid attendant on site and was found to have no injuries.

Injury: Injuries to lower body

Core Activity: Manual tree falling and bucking / Integrated forest management
Location: Vancouver Island/Coastal B.C.

Date of Incident: May 2019

A faller was struck from behind by a hemlock log (27 feet long, 18 inches in diameter). The faller was positioned below a stump that the hemlock was behind and was bucking a tree (24 inches in diameter). The cut on the lower log was completed and the log dropped. The uphill hemlock moved over the stump and struck the faller from behind. The faller was flown by helicopter to a waiting ambulance for transport to hospital.

Injury: Multiple fractures

Core Activity: Manual tree falling and bucking / Helicopter logging
Location: Vancouver Island/Coastal B.C.

Date of Incident: May 2019

A faller had just felled a cedar tree (4 feet in diameter) and had moved to a safe location. After waiting several seconds and assessing the canopy, the faller took a few steps and reassessed the canopy. Not observing any hazards, the faller started walking and was struck by a cedar limb (3 inches in diameter, 16 feet long). The faller was transported to hospital by helicopter.

Injury: Injury to head

Core Activity: Manual tree falling and bucking / Cable or hi-lead logging
Location: Vancouver Island/Coastal B.C.

Date of Incident: April 2019

A faller had made the falling cuts in a second-growth Douglas fir tree (33 inches in diameter). As the tree was falling, the faller was struck by a 12-foot-long, 3-inch-diameter branch from that tree. The worker received first aid at the site, then was transported to hospital by ETV.

Injury: Multiple fractures

Core Activity: Manual tree falling and bucking / Integrated forest management
Location: Vancouver Island/Coastal B.C.
Date of Incident: April 2019

A faller had nearly completed the undercut in a short, stubby, hemlock danger tree (40 inches in diameter). The faller saw that the tree was starting to fail, dropped his saw, and attempted to get behind cover but was struck and injured by a 22-foot-long slab of the danger tree. The faller was transported to hospital by helicopter.

Injury: Missing

Core Activity: Integrated forest management

Location: Lower Mainland

Date of Incident: April 2019

A worker was driving an employer's shop truck on a resource road to get to the employer's logging camp. When the worker did not arrive at the camp, the employer initiated a search. Co-workers found signs that the truck had gone off the road and into a deep part (up to 400 feet) of a large lake. The employer reported the incident to the police, requesting assistance. Divers confirmed that the truck left impressions and debris on the steeply sloping lakebed. There are no signs that the worker got out of the truck. Neither the worker nor the truck have been located.

MANUFACTURING

Injury: Multiple injuries (1 worker)

Core Activity: Sawmill

Location: Lower Mainland

Date of Incident: 2019-Jun

A worker walked between two stacks of lumber to enter a yard and was struck by a lift truck.

Injury: Injury to head

Core Activity: Sawmill
Location: Lower Mainland
Date of Incident: 2019-Jun

While conducting work on a wood chip scow walkway, a worker was struck by an overhead steel scow winch line.

Injury: Injuries to fingers

Core Activity: Sawmill
Location: Interior B.C.
Date of Incident: 2019-May

A maintenance worker at a lumber remanufacturing facility was adjusting a planer when one hand contacted the spinning blades of the planer head.

Injury: Noxious gas inhalation (1 worker)

Core Activity: Pressed wood product manufacture
Location: Northern B.C.

Date of Incident: 2019-May

A fire started in the wood fibre belt drying system at a newly constructed pellet plant. The local fire department responded and extinguished the fire. The fire caused extensive damage to the interior of the belt dryer system. One plant worker was exposed to noxious gases.

Injury: Close call

Core Activity: Sawmill

Location: Interior B.C.

Date of Incident: 2019-May

At a sawmill, a fire occurred in the saw box on the planer trimmer line. The fire was contained by the fire suppression system and put out by workers using fire extinguishers. The fire did not enter the dust collection system. No injuries were reported and there was minor damage to equipment.

Injury: Close call

Core Activity: Sawmill

Location: Interior B.C.

Date of Incident:

2019-May

A fire occurred in the dust collection system for a debarker line in a sawmill. The fire was confined to the piping of the dust collection system by the automatic fire suppression and did not enter the baghouse. The fire continued to burn in built-up dust accumulations inside the piping and was extinguished by the local fire department.

Injury: Close call

Core Activity: Pressed wood product manufacture

Location: Interior B.C.

Date of Incident: 2019-May

Equipment feeding the dryer system at a pellet plant stopped, resulting in an internal fire in the dryer system. The local fire department responded. No workers were injured and no major equipment was damaged.

Injury: Crush injuries to hand

Core Activity: Sawmill

Location: Interior B.C.

Date of Incident: 2019-Apr

As a worker tried to clear an obstruction of wood debris from a planer, the worker's hand contacted the rotating outfeed roller drums. 🚨



MAG Auditors Trained and Ready to Audit!

In the February edition of Forest Safety News, BC Forest Safety Council (BCFSC) announced that a new safety audit specifically addressing the needs of forestry manufacturers in BC was being rolled out to industry in 2019. Selecting and training auditors, which was the last step required prior to implementing the new audit tool, has now been completed. "The process of selecting and training external auditors was the last critical step to ensure that industry is being provided with the most competent and qualified

auditors to support the implementation of the new program", said Cherie Whelan, Director of SAFE Companies. "Auditors were selected and trained using a new competency-based training program which will ensure industry is provided with the best auditors possible. MAG believes that using an industry audit tool that places greater emphasis on risk across the sector will better help secure meaningful improved safety performance and auditors play a critical role in the process."

MAG Auditor Selection and Training Process



This diagram shows the activities that were part of the MAG auditor selection and training process.

1) Selection process - January-February 2019

An Expression of Interest went to all BCFSC Certified External Auditor and other auditors that were recommended by MAG companies. In the Expression of Interest, there were defined auditor basic 'Units of Competency' from the MAG-SAFE Audit protocol (work done in 2018). Links to the units of competency for MAG –SAFE Auditors can be found at (<http://www.bcforestsafesafe.org/node/3268>)

- Student Auditors were selected based on:
 - i) Auditing skills or ability to acquire or demonstrate these skills
 - ii) Defined MAG units of competence (High Risk Modules)
 - 1) Guarding
 - 2) Working at Heights
 - 3) Lockout
 - 4) Mobile Equipment
 - 5) Sawmill Familiarity
- Body of Work / Sample Audits and
- References

2) Intake Competency

Conversations - These competency conversations were used as method to identify strengths and weaknesses in selected auditors. Information gathered through this process helped to ensure that the training plans developed addressed specific skills and knowledge for the MAG-SAFE Audit competency requirements.

3) 2 Day Workshop

A two-day workshop was held in Vancouver to introduce auditors to the newly developed MAG SAFE audit process, and more importantly, the expectations that MAG set out for auditors in the program. At this workshop, the auditors:

- Learned philosophy & methodology of MAG SAFE vs BASE Audit,
- Provided training in New Audit Tool (Excel)
- Worked together to build a supportive team to support one another in the MAG-Audit Program

4) Training Audit – May-June 2019

This was a new concept for Auditors at BCFSC. This step was added in developing competent auditors as a means to coach and mentor auditors during an actual audit.

All auditors participated in a 'Training Audit'. These were conducted at two different MAG sawmills in May-June 2019. During the training audits, there was an opportunity to:

- Coach and mentor auditors in identified weaknesses from Competency Conversations
- Provide hands on experience in fundamental vs. focused interviews
- Hands on experience on audit tool use
- Continue on team building (supportive vs competitive)

At the completion of the training audits, the Auditors were provided with gap plans to address identified weaknesses.

"I really enjoyed and learned from the job shadowing process that the MAG SAFE audit offered. Working with other skilled auditors and Bill Laturnus, Senior Manufacturing Safety Advisor with BCFSC as our mentor allowed a full understanding of our expectations and goals of the audit from our client as well as the BC Forest Safety Council." said Nicole Brandson, auditor who participated in the second training audit.

5) Student Audits

- i) All selected auditors will also participate in a shadowed 'Student Audit' where there will be an opportunity to provide individual feedback to each auditor on MAG SAFE auditing skills/knowledge/ attributes during an actual audit.
- Again, the auditor will be provided with a gap plan on identified weaknesses

6) Student Audit Quality assurance activities

This is the final step in auditor certification. At this part of the process, auditors will be provided with the option of a 'live QA' that:

- i) Allows for real-time feedback on report writing skills and audit corrections,
- ii) Allows auditor to provide us feedback on report writing process so we can adjust and make improvements where needed.

7) Ready to Audit!

To ensure auditors are provided with additional opportunities for continuous improvement within the program, a post-audit survey along with quarterly online webinars will also be hosted for auditors to align and strengthen the audit program through:

- Validation and Moderation session to bring all auditors up to the same skill level so that they are interchangeable in the field,
- Opportunity for feedback and best practice sharing between auditors

In addition, there will also be annual face-to-face workshops for all MAG-SAFE Auditors for feedback and best practice sharing between auditors and to provide professional development opportunities for the auditors. For example, operations tours in a best practice or to learn about new processes in industry, like the use of Control Isolating Safety Devices.

"For a group of experienced auditors, the MAG training provided an opportunity to apply the tool in an actual audit scenario but more significantly, created an environment where auditors could work cooperatively generating peer feedback." said Sunshine Borsato, auditor who participated in MAG-SAFE Audit program training.

"It's refreshing to bring together skilled auditors to share their skills and best practices in order to build a supportive team to support improved safety outcomes for manufacturing" said Bill.

Once the auditors have successfully completed a MAG-SAFE student audit, a list of approved MAG-SAFE Auditors will be available on the BCFSC website. Stay tuned for further updates! 🍀

Occupational Health and Safety Regulation amends the Safety Headgear requirements

Only July 3rd, WorkSafeBC updated many Regulations, including one on safety headgear (hardhats). Section 8.11(4) of the Occupational Health and Safety Regulation now states:

Chin straps or other effective means of retention must be used on safety headgear when workers are climbing or working from a height exceeding 3 m (10 ft.), or are exposed to high winds or other conditions that may cause loss of the headgear.

The associated Guideline explains that the chin strap is used:

- To keep safety headgear in place on the wearer's head during a fall,
- To keep safety headgear from becoming a falling object and a danger to workers working below, and
- To ensure the worker remains protected by safety headgear while doing work tasks.

The following specific examples of when to use a chin strap and when it would not typically be needed are included in the guideline

Some examples [of where a strap would be needed] are work on a ladder or scaffold over 10 feet high, or during work in an area with high wind (either natural wind or wind created by equipment such as a helicopter). Generally, it is not expected a chin strap would need to be worn by a worker on a floor or deck enclosed by guardrails.

While high wind is not explicitly defined in the Guideline, the Beaufort scale description for 7 (high wind) is "Whole trees in motion; inconvenience felt when walking against the wind."

Wind can come up at any time during any day. Forestry (and other) workers who wear hard hats outdoors should therefore consider always having a chin strap with them, or tucked up in the hard hat ready to use. Going back to the truck or base to get the chin strap each time is not practical.

We have seen many workers on our site visits using chin straps even in calm conditions. These best practices include fallers, tree climbers, tree planters, engineers, heli-logging ground crews, rigging crews, boat and booming crews, scalers and indoor workers such as millwrights. 🍀



WorkSafeBC – Know Your Hard Hat
www.worksafebc.com



Resource Road Light Truck Driver Training: Increasing Operator Awareness and Safety

The BC Forest Safety (BCFSC) Resource Road Light Truck Driver Training is a two-day course that takes participants through a combined 2-3 hours of classroom studies, and 9-10 hours of hands-on driving experience.

This course was developed in partnership with the Western Forestry Contractors' Association, to teach the safe operation of light trucks on public roads and more specifically on resource roads in British Columbia. Participants who successfully complete the training receive a BCFSC certificate of completion.

Sessions are delivered by training provider *Overlanding BC. Their core group of six trainers collectively bring more than 75 years of instructional experience in a large variety of automotive, search and rescue, swift-water rescue, ocean and other professional instruction.

The first day is focused on vehicle dynamics, including exercises to learn advanced driving manoeuvres. This training develops abilities to deal with emergency lane changes, emergency braking and accident avoidance, distractions and - if requested - trailering skills.

The on-road driving portion covers highway, gravel and resource road surfaces. Participants leave the course

understanding how the construction and signage of a Forest Service Road differs from public roads, and how the varied surfaces impact vehicle stability and control. This enables them to make better decisions to keep both driver and passengers safer in the vehicle.

Each course is tailored slightly to address the requirements of individual companies and the different concerns they may have.

This course trains new employees (and veterans of the road) to become comfortable and aware of driving in different environments, and in larger vehicles than they may be used to.

Driving is a perishable skill and many people can become complacent with how to handle a vehicle over time. Driving may have a lower probability of accidents compared to some forest activities; however the consequences can be severe.

Driver training is one of the most important but often overlooked aspects of staff training that should be incorporated into your safety culture.



Comments from a session in April 2019:

"Driving and using ABS really hit home for me."

"Thank you very much. This course will help with my job and safety"

One of the participants rated the activities as excellent and indicated how they appreciate 'hands on' training instead of learning about it in theory in a classroom setting.

*For more information, please refer to <https://www.bcforestsafesafe.org/node/2541> 🌍

Send in nominations for the Leadership in Safety Awards

Leadership in Safety Awards are presented annually to celebrate safety achievements in industry. Nominations are invited by anyone in industry, who knows someone – an individual, crew, team, division, contractor, company, supplier, consultant, trainer, etc. – that deserves to be recognized for outstanding safety achievements.

Learn more and download the nomination form here:

<https://www.bcforestsafesafe.org/AnnualSafetyAwards.html>

Deadline for nominations is September 6, 2019.



Transportation

Wood Fibre Hauling Safety Group (WFHSG) provided with opportunity to see new auto-tarpping system



Valid Manufacturing's patented AutoTarp system.

Members of the Wood Fibre Hauling Safety Group were provided with an opportunity to see the latest in auto-tarpping innovation. Valid Manufacturing of Salmon Arm, BC released a new, retrofittable AutoTarp system for the bulk-hauling industry at the Canada North Resources Expo (CNRE). The company decided to tackle the challenge after meetings with BC Forest Safety highlighted the frequency and severity of tarp related injuries across the industry.

After more than a year of engineering, prototyping and field testing, Valid's patented AutoTarp system is now available for purchase. The retrofittable system nests inside the cap of a trailer so it meets CVSE regulations without adding height, length or width, while still able to arch above 50 inches of mounded chips. Designed to integrate with the standard bulk-hauler rigging equipment and procedures, the button-controlled system allows drivers to keep their boots on the ground and avoid falls and stumbles. The system is only available for B-trains at this point but they are working to develop a similar system for 53 foot trailers. 🚚

Ministry of Transportation and Infrastructure Looking at New Class 1 Training Requirements

"Safety on our highways is our top priority and advancing the skill development of new commercial drivers would make roads even safer for everyone," said Claire Trevena, Minister of Transportation and Infrastructure. "That's why we're exploring what a practical and consistent mandatory training program for new commercial truck drivers could look like in B.C."

The Province will gather input from the trucking and driver training industries and other stakeholders to see how a Class 1 driver training program in B.C. could align with recently introduced entry-level Class 1 driver training standards in other Canadian jurisdictions.

Consultations will also look at how a B.C. program could incorporate the entry-level training guidelines under development by the Canadian Council of Motor Transportation Administrators for inclusion in Canada's National Safety Code Standard.

Consultations on Class 1 mandatory entry-level training will be led by the Ministry of Transportation and Infrastructure, with support from ICBC and the Ministry of Public Safety and Solicitor General.

BC Forest Safety is intending to participate in the consultation process and will be specifically highlighting the provincial Log Hauling Training and Assessment Standards developed by the forest industry through the Log Truck Technical Advisory Group whose members are comprised of log hauling contractors, provincial agencies, industry representatives, RCMP, not-for-profit agencies and the BC Forest Safety Council.

Consultations to help develop mandatory entry-level training for Class 1 commercial driver's licences will begin this summer.

Link: <https://news.gov.bc.ca/releases/2019TRAN0118-001384> 📄

Spring Safety Seminar Wrap-Up

This past spring, industry licensees hosted 16 safety seminars attended by over 650 log truck drivers, harvesting and maintenance contractors and licensee operations staff. These sessions were held throughout the Kootenays and Interior featuring presenters from several companies:

- Log Hauling Ergonomics – Presenter: Total Physio
- The Truth About ELOGS – Presenter: Greg Munden
- Switchback – Presenter: Steven Falk
- Anatomy of a Rollover: Advantage Fleet Services
- Standard of Care: Advantage Fleet Services

As part of the ongoing industry initiative to better understand the safety issues affecting log haulers, drivers were invited to complete the *Log Hauler Survey*.

The data collected from the survey is used to inform the Trucking and Harvesting Group (TAG) and the BC Forest Safety Council Transportation Department about key safety issues and trends, which can then be

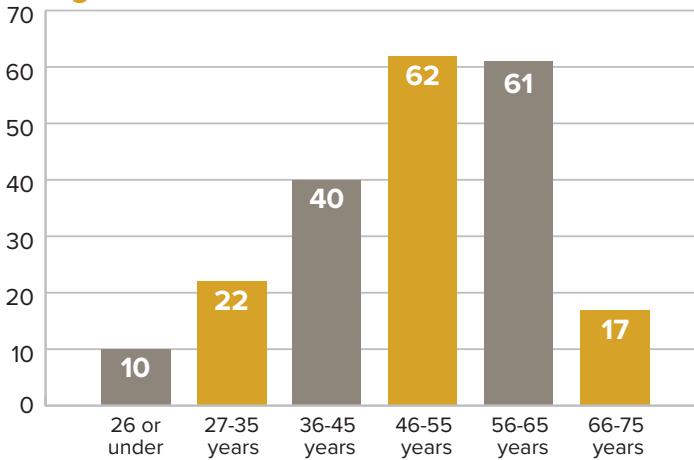
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Transportation

Continued from page 9...

Age of Drivers



Women in log hauling: Part Two... Sharlene shares her story

What was the drive to becoming a truck driver? The pay and the independence!

Before I became a truck driver, I worked only part time and my job was going nowhere. The pay was OK but the days and hours prevented me from making a decent pay cheque or getting another job to fill in the blanks.

I ended up with an opportunity to hang around a shop full of trucks and was persuaded to take my license. I borrowed the money and took my license through E & R Professional Driving and got my Class One with Air. My instructor Ernie was awesome and very highly recommended.

But having a Class One didn't mean you got a job right away. Nobody wanted to hire a woman, especially a new driver. Even the shop I was hanging around at were not willing to take me on and they were pretty desperate. So I ended up moving away, all the way to Fort Nelson, and got a job no questions asked! For two months, I mostly drove a gravel truck and got some great experience on a few other trucks and equipment.

After some time in Fort Nelson, I returned home and the company who initially wouldn't hire me now wanted to hire me in the middle of winter to drive a B train lumber truck so I gave it a try and blew everyone's mind, including my own, of the accomplishment I made. I could back up the trailers better than the guys! The pay was terrible but they were "giving me a chance!" I kept telling myself that I proved myself to everyone, even people in town that saw me driving.

After feeling as though I was being taken advantage of for 10 months, I moved on. Not long after, I got a job hauling logs and was shown the ropes, which makes a big difference, and to this day I'm still going strong, working for a reputable company. Having my Class One combined with the experience I have gained, I feel pretty confident that I will never be without work!

As a working woman in trucking, you need to be physically fit and have a strong mind as there are a lot of things to think about when driving a big rig. More and more women are joining this industry, which is great to see. The mechanics love us because we are easier on the trucks and don't break stuff.

Thanks for reading - Sharlene 🍀

addressed through specific actions and initiatives.

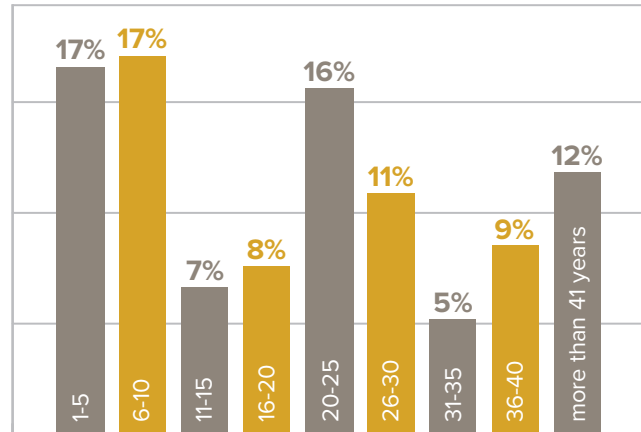
Drivers indicated that some of the bigger safety issues include:

- Road conditions/maintenance (still a primary concern for drivers)
- Speed

Data collected shows (left) that the majority of the drivers are 46-65 years of age, further supporting the need to attract new workers to train in log hauling operations.

Years of log truck driving experience varies amongst participants. (below)

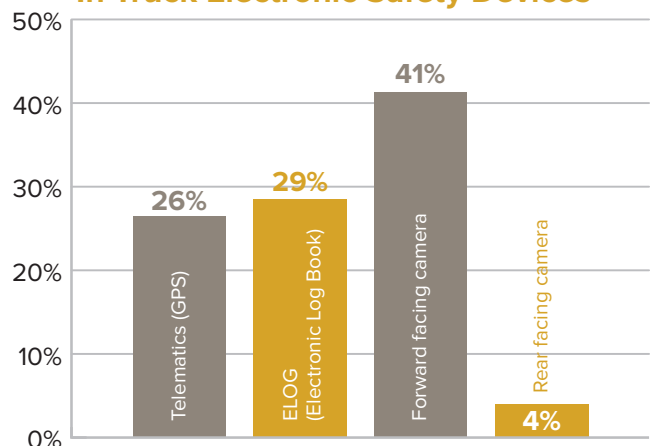
Log Truck Driving Experience (yrs)



Participants indicated that electronic devices are becoming much more widely used in logging trucks. 79% of the respondents indicated there is a positive impact to use of new electronic technologies. The graph below indicates which technologies are currently in use by respondents.

- Telematics
- Electronic Log Book (ELOG)
- Forward Facing Camera
- Rear Facing Camera

In Truck Electronic Safety Devices



A total of 213 surveys were submitted and have been compiled. Thank you to all who participated for sharing your knowledge and opinions.

The Resource Road Maintenance Guideline is available to drivers and licensees. The guideline provides details regarding acceptable standards for safe log hauling activities. <http://www.bcforestsafefiles/Resource%20Road%20Maintenance%20Guideline%20-%20Feedback%20from%20Pilot%20included.pdf> 🍀

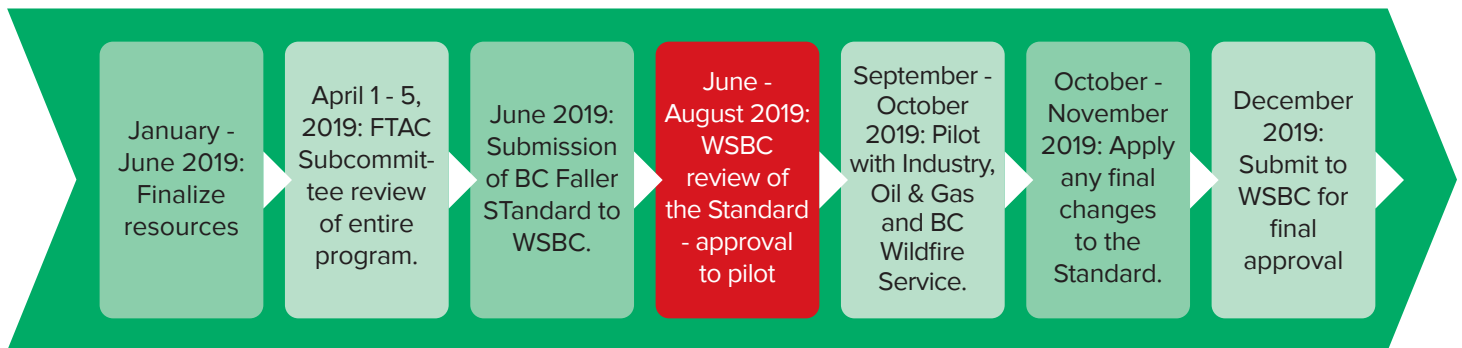


Falling

FTAC Endorses New BC Faller Standard

At the June 7, 2019 FTAC meeting, the FTAC subcommittee, consisting of Dazy Weymer, Neil Campbell and Jack Miller, recommended that FTAC endorse the new BC Faller Standard. The FTAC group heard from Dazy Weymer that “the resources may not be perfect, but they are a heck of a lot better than where we started from. They’ve created a new process that will better track the trainees when they are out in industry, having a visit scheduled every 30 days or so by someone who is qualified to check on them.”

The BC Faller Standard was then presented at the June 25th Falling Standard Advisory Committee (FSAC) meeting where representatives from BC Forest Safety, BC Wildfire Service, Canadian Association of Geophysical Contractors (CAGC) and WorkSafeBC attended. FSAC, with recommendation from FTAC, submitted the BC Faller Standard to WorkSafeBC on July 3, 2019. WSBC will take approximately 6-8 weeks to review and has requested a pilot of the reviewed materials be conducted this fall. 🍂



WorkSafeBC provided FTAC with updated inspection information

WorkSafeBC’s Terry Anonson, Supervisor Prevention Field Services provided an update to the June 2019 meeting of the Falling Technical Advisory Committee (FTAC) and said there had been 141 manual falling and bucking High Risk Strategy inspections in 2019 completed as of May 31.

The top 5 OHSR Sections cited were:

- OHSR 7.8(1)(b) - Hearing tests (every 12 months after initial test)
- OHSR 3.16(1)(a) – Basic requirements (First aid)
- OHSR 4.14(2) – Emergency procedures (exit routes)
- OHSR 26.24(5)(c) – Responsibility for falling and bucking (holding wood)
- OHSR 26.24(5)(b) – Responsibility for falling and bucking (undercut)

The dedicated WorkSafeBC hand falling team had inspected 75 hand fallers in 2019 as of May 31.

Top 5 OHSR Sections cited were:

- OHSR 26.2(2) Planning and conducting a forestry operation
- OHSR 26.24(5)(b) Responsibility for falling and bucking (undercut)
- OHSR 26.22.1(2) Falling supervisors for forestry operations
- OHSR 26.25(2)(c) Dangerous trees and logs (worker must be alerted to hazard)
- OHSR 26.24(5.1) Responsibility for falling and bucking (brushing other trees) 🍂



Proven to slow down the aging process

By Dr. Delia Roberts

If you type the title of this article into Google or any other Internet search engine you'll get about 500 million hits. Anti-aging is big business with an annual global market of over 50 Billion US dollars. No one is immune to concerns about the aging process, whether you worry about your health, your physical and mental performance or your appearance. The slowing down that is often seen in older workers is especially of concern in an industry like forestry, where aging bodies face significant safety risks on a daily basis.

Effects of aging

Let's look first at the major physical and mental effects of aging. There are a few main changes that are responsible for many of the effects that we see.

1. Collagen is a protein with a fibrous structure that is a critical component of many tissues. Its support and elasticity allow organs like the lungs, blood vessels, the heart and the bladder to expand and fill as needed, and then to return to their original shape. Collagen fibers also let the lenses of your eyes change shape to focus, support your skin and provide strength to connective tissues that make up bones, cartilage, tendons and ligaments. Unfortunately, the cells that make collagen are not very active in adults, so there is little opportunity to renew any damaged or worn out collagen. As we age, collagen fibers become stiffer and less resilient with the effect that we don't see as well, our joints are at higher risk of injury, and the flow of blood to every tissue and organ is lower. The reduction in blood flow has a big impact because it means that the essential supply of oxygen and nutrients necessary for health and function of every cell in the body is not as good. Cells can also be damaged because without adequate blood flow, toxic wastes accumulate.
2. To a large extent, growth and renewal of all cells are controlled by the anabolic

hormones testosterone, growth hormone and estrogen. The baseline levels of these hormones fall off with aging and so there tends to be a lower level of renewal for pretty much all cells in the body. In some cases we don't notice that we have fewer healthy cells in a tissue or organ, for example a healthy liver has so much extra capacity that it can still perform well. But in other organs the changes are more apparent, like the loss of muscle mass with aging, or the ability of the kidney to filter wastes and maintain water balance. Another way this change affects older people is that they cannot respond to stress as well. Changes in temperature, emotional stress, loss of sleep or altered diet are all harder to cope with because the various organs have fewer healthy cells and so don't work quite as well.

3. Inflammation and DNA. These are separate systems but are related to every process that keeps us alive and functioning. All of the instructions for every protein in our body are coded for in the DNA. With aging, chemical and UV light exposure this template – or the systems by which we access and use

the template – can be damaged. What that means is that we no longer have an accurate, efficient and effective way to keep our cells and organs running smoothly. Inflammation comes into this because it is the process by which our immune system tags something dangerous and begins to deal with it. Inflammation can cause further damage to tissues (including blood vessels where it causes atherosclerosis or hardening of the arteries, which reduces blood supply further), but it can also alert the immune system to identify and remove cells with damaged DNA.

Exercise is the premier anti-aging treatment

Now that we know about some of the main changes that occur in the body with aging, we can look for ways to reduce the rate at which they occur. Unfortunately, among the multitude of anti-aging treatments few have been proven to be effective. Of those that are, the three most powerful are regular physical activity, the supply of essential nutrients through the diet and effective rest. There are thousands of studies that



show that older people who exercise can slow the loss of function and even restore levels back to those seen decades earlier. Likewise, a healthy diet with an emphasis on unprocessed fiber-rich foods like a variety of fruits and vegetables, whole grains and legumes, adequate protein intake and unsaturated fats can protect against many diseases and improve energy. And last but not least, making sure to get enough quality sleep is also important for good mental and physical health.

One of the key effects of regular exercise that impacts aging takes place in the mitochondria, or cellular energy factories. The mitochondria in older people who exercise release fewer inflammatory signals, their DNA has fewer errors, they withstand stress better and the proteins are better able to breakdown carbohydrates and fats to produce energy that cells use to drive all of their needed activities. Blood flow is more efficient in older people who exercise, although it takes longer for the body to increase flow to tissues that are working. That means that its more important to warm up before physical activity the older that you are! In addition to changes in the blood vessels, the heart muscle and circulation of older people who exercise regularly look like the tissues of much younger people. As we age the nervous stimulation of the heart and other organs shifts over towards the fight or flight response, raising blood pressure and creating other changes that increase the level of stress on these tissues. Exercise restores this change back to a balanced level and improves the nervous system in other ways including increasing the number of healthy connections between brain cells so that memory, learning and complex thought are improved. If this isn't enough to convince you that exercise is essential for older people, keep in mind that exercise also increases the secretion of testosterone and growth hormone, which help to keep all the tissues of the body healthy and strong, nutrients are processed better, tissues regenerate faster, and sex drive is maintained.

Diet as an anti-aging strategy

The supply of nutrients is always important, the diet is the way that we can ensure that



our bodies have all of the building materials necessary for growth and repair. Fruits and vegetables that are minimally processed are rich in the minerals, vitamins and antioxidants necessary to guide this process. Older people may have less efficient digestive systems as well as a lower need for calories, so it becomes even more important to choose nutrient rich foods. The smooth muscle of the intestines functions a little less well, so including plenty of fiber rich foods helps move food through the intestines and ensures a healthy colon. Omega-3 polyunsaturated fats are powerful anti-inflammatory agents, especially those found in cold-water fish. Since inflammation is well known to contribute to many diseases and increases in older people, eating salmon or other fresh unprocessed sources of omega -3's is a great strategy for health. The research on the dietary needs of older people also suggests that the requirement for protein is slightly increased. Including protein rich foods in each meal will help maintain energy levels throughout your day. Consider large flake oatmeal, topped with milk and chopped fruit for breakfast, a few walnuts and almonds with a piece of fruit for snacks and lentils or beans with a grain together with a salad for dinner as healthful alternatives to a meat or cheese rich diet.

The need for recovery

There is no question that restoration takes longer as we age. Getting enough quality sleep is a challenge for forestry workers at the best of times. But it becomes even more important in older workers. Making sure to schedule your sleep hours will help prevent everything else in life from

taking precedence over adequate rest. Techniques for slowing your mind down include bedtime rituals and meditation can make it easier to fall asleep and stay asleep for a restful night, however short it is. And somewhat counter intuitively, exercise will also improve sleep quality and effective rest.

Things that speed up aging

While there is still some controversy around many dietary recommendations and much that is still not well understood about sleep and exercise, there are some things that we know for sure increase the effects of aging. Smoking makes collagen stiffer and less effective, rates of tendon injuries are higher in smokers as is the overall level of inflammation in the body. We also know that the consumption of sugar, alcohol, and certain preservatives found in processed foods contribute to inflammation, metabolic diseases and cancer.

Lifestyle

It can be very difficult to make some of the changes that can impact the rate at which you age. However, when you consider the impact of diseases like diabetes, cancer and dementia on your quality of life and the lives of your loved ones, it's worth making even small changes towards longevity. Choose just one area and set a series of goals beginning with realistic changes. As you begin to feel better and see the effects it will become easier to adopt other improvements in your youthful behaviors. 🌱



Your take on Safety

Be Bear Aware!

By Kori Vernier of CANFOR

On June 6, 2019, an experienced hiker and Canfor summer student was mauled by a bear near Tumbler Ridge, luckily escaping serious injury. In the individual's words, "... as I turned to reach for my bear spray I noticed the bear cub...I looked back to see where the mother was and in that span of 2 seconds she had already covered 15m towards me. I dropped to the ground and protected my belly along a log. The second I hit the ground she was on top of me. She pounced on me pushing me into the ground several times and then sniffed around my head before she walked away back to her cub."

Bear Encounter Potential Hazards:

- Encountering a bear with cubs, food or territory it wants to defend
- Noisy Site Conditions – It is harder for a bear to smell or hear you if it's raining and/or you're working in thick brush, into the wind or along a stream

- Encountering attractants – food, garbage or carrion
- Working alone – less intimidating to dangerous animals than group

Learnings and Suggestions:

- Watch for signs of bears – fresh scratches high up on tree, fresh kill, diggings and bear dung
- Carry bear spray on your body at all times and ensure it has not expired and has been stored properly (above -10°C and below 50°C)
- Work in pairs in areas with high bear activity
- Make lots of noise to avoid surprising a bear. Talking or singing loudly can be more effective than bear bells and whistles
- Make more noise if the situation could result in a bear not being able to smell or hear you (If raining, brushy, you are working into the wind or near a flowing stream)



- If you identify a bear kill site or very recent bear activity, leave the block and don't return for a few days
- Know how to identify a grizzly from a black bear and understand behavior that signals different types of attack and how to respond www.bearsmart.com/work/overview
- If you encounter a bear, keep your eye on the bear and turn your back as little as possible as you move away
- Communicate bear sightings or aggressive behaviour to others

For additional resources on bear safety, please visit: <http://www.bcforestsafesafe.org/node/1915>.

BC Forest Safety Council welcomes new Communications Director

We are pleased to announce Michele Fry as Director, Communications for the BC Forest Safety Council. Michele is coming to us from the Cowichan Valley Regional District and has over 25 years of extensive experience in marketing, media relations, project management, event planning and communications. Michele will be responsible for communications relating to all BC Forest Safety Council (BCFSC) activities including editor of the Forest Safety News as well as the development and maintenance of communications policy, strategy, plans, tactics and messaging to best address the needs of BCFSC members, industry partners, SAFE Certified companies, government officials and media. We are confident with her education, experience and friendly, positive nature that Michele will be strategic in increasing outreach to forest industry workers.

If you would like to reach Michele, please contact her toll-free at 1-877-741-1060 or email her at mfry@bcforestsafesafe.org.



ABOUT Forest Safety News

Forest Safety News is published six times a year: February, April, June, August, October and December. All submissions – letters to the editor, safety tips, photos, safety stories, concerns etc. – are welcome. The opinions expressed in the newsletter are not necessarily those of the editor, staff or board of the BC Forest Safety Council. All decisions to publish materials rest with the editor. 13,200 copies of each edition are distributed via mail or email. Additional copies are distributed at industry events.

Subscriptions

If you would like to continue to receive a hard copy or would prefer to receive an electronic copy of this newsletter, please email editor@bcforestsafesafe.org and ask to be added to the print copy or email distribution lists. Email subscriptions are encouraged.

Have a story, letter to the editor, safety tip, ideas or photos? Please send all submissions to:

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What's New in This Issue:

In this month's Forest Safety News you might notice we have included QR Codes in the Winch Assist Workshop article on page 9. If you are reading the printed version of the newsletter, simply scan the QR Codes within the article using the camera in your Apple or Android device for direct access to the YouTube video links. Give them a try and let us know what you think.



Mental Health: Coping with the Stress of Forestry's Economic Downturn

The stress of the economic downturn in BC's forest industry is being felt across many areas. The impact is affecting not only the hundreds of mill workers who have been laid off or had a reduction in shifts, but also by forestry workers and contractors, such as log truck drivers and independent timber harvesters, who rely on the mills to produce product.

Losing a job or not having work is one of life's most stressful experiences and is not something to take lightly. It can be an overwhelming, life-changing event that affects not just the individual, but families and communities alike.

If you have been impacted by losing work, it's normal to feel angry, hurt, or depressed and grieve about your loss, or feel anxious about what the future holds. Job loss and unemployment involves a lot of change all at once, which can rock your sense of purpose and self-esteem. While the stress can seem overwhelming, there are many things you can do to take control of the situation, maintain your spirits and come out of this difficult period stronger, more resilient and with a renewed sense of purpose.

Why is job loss so stressful?

Our jobs are much more than just the way we make a living. They influence our personal perception and how we are

perceived by others. They give us structure and purpose which is why job loss and unemployment can be so stressful.

Beyond the loss of income, losing a job also comes with other major losses, some of which may be even more difficult to face:

- Professional identity
- Self-esteem and self-confidence
- Daily routine
- Purposeful activity
- A work-based social network
- Sense of security

Grief is a natural response to loss. You need to give yourself time to adjust and try to accept your feelings by going easy on yourself. No matter how devastating it may seem though, with time and the right coping techniques, you can come to terms with these setbacks, ease your stress and anxiety and move on with your career.

Coping Techniques

The following coping tips can help you deal with the stress of job loss and work reduction in a healthy way.

Stay Strong by Cultivating a Resilient Mindset

1. Resist the temptation to withdraw. Find a support system and stay engaged.
2. Set goals and set a schedule for achieving them.
3. Be a realistic optimist and let go of any unrealistic expectations of yourself and others.
4. Give yourself permission to feel and process your feelings.

Continued on page 2...





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5. Don't expect to be happy all the time and take responsibility for your decisions and feelings.
6. Develop a caring relationship with yourself and others and practice gratitude and mindfulness.

Reach Out and Stay Connected

1. Find a good listener to talk to about how you are feeling.
2. Continue to develop your social connections by taking a class, joining a sports team or getting involved with your community by volunteering or attending local events.
3. Develop a network for new employment opportunities and set up meetings with networking contacts.
4. Create a job search plan or learn a new skill.

Involve Your Family for Support

1. Open up and lean on your family for support.
2. Keep your family in the loop on your job search.
3. Listen to their concerns and worries and give them a chance to make suggestions.
4. Make time for family fun.
5. Keep an open dialogue with your kids and help them feel involved.

Face Your Feelings to Help You Deal with the Loss and Move On

1. Accept reality by acknowledging the difficulty and accepting the situation you are in so you can move onto the next phase in your life.
2. Avoid beating yourself up and challenge negative thoughts to maintain your self-confidence.
3. Look for a silver lining by finding a lesson in your loss and learning from the experience. Take time to reflect on what you want and rethink your career priorities.
4. Write it all down. Express your feelings, make a note of your ideas, document your experience, make a list of your positives or detail your goals; writing can help you to look realistically at your new situation and put things into perspective.

Take Care of Yourself and Maintain a Healthy Balance in Your Life

1. Get moving to relieve stress by exercising.
2. Eat healthy to keep you focussed.
3. Get plenty of sleep and practice relaxation techniques.
4. Focus on what you can control to help you stay positive and stay on task.
5. Keep a daily routine.

Losing your job or not having work is a setback, to be sure, and it's hard not to take things personally. But in order to keep your self-esteem intact, try to think about the situation as objectively as possible. It's important to experience whatever emotions arise and you don't want to ignore them. You can, however, manage them and make sure they don't get the best of you during the process. Coping with job loss is difficult, but you never know what's around the corner. If you feel you need assistance in dealing with stress and have access to an Employee and Family Assistance Program (EFAP) don't hesitate to use it.

Additional Resources

- Help Guide: Job Loss and Unemployment
www.helpguide.org/articles/stress/job-loss-and-unemployment-stress.htm
- Map showing mental health support and crisis phone numbers for BC
www.crisislines.bc.ca/mapcrisis-lines
- Mental Health and Substance Use Resources from HealthLinkBC
www.healthlinkbc.ca/mental-health-substance-use
- Stress Management Resources from HealthLinkBC
www.healthlinkbc.ca/health-topics/r/rxsk
- Managing Stress in the Workplace
www.bcforestsafe.org/node/3354 📄

Preliminary 2020 insurance rates provide relief for majority of forestry subsector

WorkSafeBC has presented the proposed preliminary insurance rates for Forestry, Sawmills, Pellet Manufacturing and Log Transport for 2020. Premium rate drivers are calculated based on number of claims, claim costs (which take into account payments for health care, short term disability, vocational rehabilitation, long term disability and survivor benefits) and investment returns.

WorkSafeBC places employers into categorized industry groups called Classification Units (CU's). Every year, the CU's are compared to the industry group's claim cost profile within that rate group to set the premium base rates. The Forestry subsector contains 14 classification units categorized as DR. Sawmills form their own rate group (IS) and silviculture, pellet manufacture and log transport have their own rate group band according to their respective claim cost rate.

WorkSafeBC provides an overview to the changes to the 2019 Health and Safety Regulation

In early 2019, WorkSafeBC's Board of Directors approved amendments to the Occupational Health and Safety (OHS) Regulation. These changes went into effect June 3, 2019. Several of these OHS amendments which have been put into effect directly relate to the forestry sector.

The proposed preliminary rates for all 14 classification units in the Forestry subsector will see an average premium rate decrease of 16% percent compared to 2019. That translates into more than \$10 million in reduced premiums for the for the Forestry subsector and over \$3 million for the Sawmill sector based on 2018 assessable payroll levels. For Log Hauling, although the cost rate is down, the rate is proposed to increase as it moves towards its required rate of 8.84%. 🚧

Rate Overview by Forestry Subsections

Rate Group	Forestry CUs	Key Observations
DR	703003 Cable or Hi-Lead 703004 Dry Land Sort 703006 Ground Skidding or Log Loading 703008 Integrated Forest Management 703009 Log Booming or Marine Log Salvage 703011 Log Processing 703012 Logging Road Construction 703013 Manual Tree Falling 703014 Mechanized Tree Falling 703015 Shake Block Cutting 703019 Helicopter Logging	The rate group's cost rate has dropped substantially, as have COR payments and the levy for BCFSC. Therefore the base rates are proposed to drop accordingly.
IS	714022 Sawmill	The cost rate remains flat to 2018 and 2019. However COR payments have dropped substantially, and although funding of BCFSC Sawmill Safety Initiative adds a levy of 0.04, the base rate is proposed to drop over 9%. The classification of the industry remains under review and further industry engagement is sought prior to the final 2020 rates being finalized in the fall.
09	714019 Pellet Manufacture	The cost rate has remained flat. The base rate is proposed to increase due to the loss of the amortization credit.
18	732024 Log Towing 732044 Log Hauling	Although the cost rate is down, rates are proposed to increase because Log Towing's amortization credit is gone and Log Hauling continues towards its required rate.

WorkSafeBC 2020 Proposed Rates

CU	Industry	2019 Rate	2020 Rate	Firms
703002	Brushing, Weeding, Tree Thinning, Spacing	6.53	5.35	156
703003	Cable or Hi-Lead Logging	7.40	5.97	52
703004	Dry Land Sort	7.58	6.63	40
703005	Forest Fire Fighting	6.19	5.19	46
703006	Ground Skidding, Horse Logging, Log Load	7.53	6.06	215
703008	Integrated Forest Management	7.70	6.48	1,022
703009	Log Booming or Marine Log Salvage	7.21	6.05	51
703011	Log Processing	7.38	6.21	220
703012	Logging Road Construction or Maintenance	7.61	6.28	271
703013	Manual Tree Falling and Bucking	7.07	5.94	928
703014	Mechanized Tree Falling	7.41	6.09	194
703015	Shake Block Cutting	7.18	6.15	29
703016	Tree Planting or Cone Picking	3.78	3.60	115
703019	Helicopter Logging	7.76	6.13	14
714019	Pellet or Pressed Board Manufacture	2.16	2.30	11
714022	Sawmill	3.78	3.44	163
732024	Log Towing	8.37	9.32	34
732044	Log Hauling	6.79	8.15*	1,286

*Log Hauling continues to be transitioned towards its required rate of 8.84%

Regulation Changes

Part 8: Personal Protective Clothing and Equipment

www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-regulation/part-08-personal-protective-clothing-and-equipment

Part 8 and 34 - Safety headgear – Amendments in sections 8.11 (2) and 34.14 replace past CSA and ANSI standards with current versions to better reflect industry standards while maintaining worker safety. Check your hard hat to ensure it complies with the updated standards.

Part 8 - Eye and face protection – Amendments to sections 8.14 to 8.17 have

been rewritten to clarify obligations of the employer and worker, and to provide further guidance to affected stakeholders (e.g., optometrists and safety suppliers). References to CSA and ANSI standards have been updated to maintain consistency with other sections of Part 8 of the OHS Regulation.

Part 21: Blasting Operations

www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-regulation/part-21-blasting-operations

Part 21 – Amendments throughout Part 21 update definitions and wording to reflect new blasting technology, including electric igniters and to differentiate

between electronic and electric detonators. Correspondingly, sections 21.61 to 21.63 have been amended to clarify radio frequency precautions and circuit testing. Section 21.73 has been updated to clarify the handling of misfires in relation to these changes.

Guideline Updates

In addition to the amendments made to the OHS Regulations, OHS Guidelines were also updated to reflect the regulatory amendments in relation to their respective categories. Detailed updates can be found at www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-guidelines.

Continued on page 4...



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SAFETY HEADGEAR

1. G8.11 (2) Activity specific safety headgear (*editorial revision*): Outlines alternate standards for safety headgear for specific types of activities and describes when they are applicable. www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-guidelines/guidelines-part-08#SectionNumber:G8.11_2
2. G8.11 (2)-1 Safety headgear standards (*preliminary revision*): Clarifies the requirements in the approved standards around the use of type 1 or type 2 safety headgear. www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-guidelines/guidelines-part-08#SectionNumber:G8.11_2-1
3. G8.11 (3) Protection from electrical hazards (*editorial revision*): If a worker may be exposed to an

electrical hazard the safety headgear must have an appropriate non-conductive rating. The guideline revision is updating the standards consequential to the regulatory amendments. www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-guidelines/guidelines-part-08#SectionNumber:G8.11_3

4. G8.11 (4) Chin straps (*editorial revision*): The expert advice to the regulation development process was industrial safety headgear should have a mandatory headgear retention criteria, to assist with keeping safety headgear in place during work, including the headgear remaining effectively in place during a fall. Hence, section 8.11 (4) was established. www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-guidelines/guidelines-part-08#SectionNumber:G8.11_4

BLASTING OPERATIONS

5. G21.3 Dangerous incident reports (*editorial revision*): Explains the requirement to report a blasting incident to WorkSafeBC. www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-guidelines/guidelines-part-21#SectionNumber:G21.3
6. G21.69 Blasting signals (*preliminary revision*): The guideline clarifies how to request acceptance of alternate warning procedures under sections 21.69 (2) and (3) of the Regulation and also provides alternate warning procedures that are considered acceptable to WorkSafeBC for oil and gas downhole explosives operations. www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-guidelines/guidelines-part-21#SectionNumber:G21.69 📄



Succeeding in Today's Evolving Work Environment



When: Saturday, October 5, 2019
Where: Vancouver Island Conference Centre,
101 Gordon Street, Nanaimo, BC
Time: Registration check-in opens: 7:30am
Conference: 8:30am - 4:00pm
Cost: Free (refreshments and lunch will be provided)

Join us for the 14th annual Vancouver Island Safety Conference (VISC) – our annual, forest industry-driven safety conference. This year's conference, *Succeeding in Today's Evolving Work Environment*, will cover pivotal topics on how we can address and actionably manage increasing concerns impacting the forest industry today.

Our **keynote speakers** are three leading industry experts who will present high-impact sessions focussing on the following topics:

- **Change Management** – presented by Dr. Mark Devolder
- **Drugs and Alcohol** – presented by Dr. Ray Baker
- **Mental Health** – presented by Jennifer Sparks

Thanks to the generous sponsorships from industry, WorkSafeBC and other organizations, VISC is free to attend. As a reminder, we encourage you to pre-register.

For online registration, visit www.bcforestsafety.org/fscapps/reg.php?e=26

Attendees are encouraged to **bring non-perishable food items** for donation to the **Loaves and Fishes** food bank. 📄



Work-Related Deaths & Injuries

Update: There have been four direct harvesting fatalities in 2019, year to date

On July 15, 2019, an equipment operator was driving to work in his employer's pickup truck on Highway 97 near Falkland, BC. The vehicle failed to negotiate a curve, left the highway and the worker was fatally injured.

Our deepest condolences to the families, friends and colleagues of the deceased and our sympathies to all those affected by this event.

Recent work-related incidents reported to WorkSafeBC

The following sample of work-related incidents recently reported to WorkSafeBC may help you prevent similar incidents in your workplace.

HARVESTING

Injury Type: Abrasions to arms

Core Activity: Log hauling

Location: Vancouver Island/Coastal BC

Date of Incident: August 2019

A driver of a loaded log transporter lost control of the vehicle on a highway, and it rolled onto its side. The load and the cab guard were torn off, and the driver escaped through the front window.

Injury Type: Injury to back

Core Activity: Integrated forest management

Location: Lower Mainland

Date of Incident: July 2019

A worker on a yarding crew set a choker, then slipped and fell while exiting the bite. The worker was unable to move. Due to the steep terrain, a helicopter and search and rescue were called to evacuate the worker. The worker was taken to hospital by air ambulance.

Injury Type: Bruises, abrasions

Core Activity: Log hauling

Location: Lower Mainland

Date of Incident: July 2019

A loaded log transporter was travelling at about 25 kms per hour on a forest service road. The soft shoulder of the road gave away and the truck and trailer rolled over onto the driver's side.

Injury Type: Multiple injuries

Core Activity: Log hauling

Location: Northern BC

Date of Incident: July 2019

A driver operating a loaded log transporter on a provincial highway experienced a medical event. As a result, the transporter left the highway and crashed. The driver was extricated and treated by first aid, then transported to hospital.

Injury Type: Multiple injuries to upper body

Core Activity: Manual tree falling and bucking/
Integrated forest management

Location: Vancouver Island/Coastal BC

Date of Incident: July 2019

A hand faller had just cleared to a safe location after falling a cedar tree (24 inches in diameter). The faller waited several seconds, then took a step forward, lost his balance, and fell about 42 feet off a rock face, landing on the ground below. The injured faller was treated by first aid on site, walked out of the cut block, transported to the barge camp in a company vehicle, and then transported to hospital by helicopter.

Injury Type: Close call

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

Location: Vancouver Island/Coastal BC

Date of Incident: July 2019

An excavator was preparing a section of new logging road for blasting. A landslide (15 m wide by 130 m long) started and the excavator was carried downslope about 130 m, where it came to rest at the bottom of the hill. The operator was not injured and was able to exit the machine and walk out to a safe location.

Injury Type: Close call

Core Activity: Excavator operation / Integrated forest management

Location: Interior BC

Date of Incident: July 2019

An excavator on a construction site contacted a buried 12 kV main feed electrical line with its bucket.

Injury Type: Injuries to the head, bruising

Core Activity: Cable or hi-lead logging

Location: Vancouver Island/Coastal BC

Date of Incident: July 2019

A worker was operating and walking a grapple yarder down a 21% grade when the machine abruptly turned hard to the right, steering the machine over a steep bank (slope of 75%). The grapple yarder came to rest 60 feet below the road. The worker exited out the back door of the machine, climbed to the road, and was treated by first aid, then transported to hospital in a company vehicle.

Injury Type: Bruises, scrapes (1 worker)

Core Activity: Cable or hi-lead logging

Location: Lower Mainland

Date of Incident: June 2019

Two workers drove a company pickup truck after hours to an area about 20 kms north of a remote logging camp (accessible by water only). On the return drive to camp, the truck failed to negotiate a corner in the road and rolled onto the driver's side. The driver was pinned between the cab of the truck and the road until extricated by responders. The worker was transported to hospital by helicopter.

MANUFACTURING

Injury Type: Close call

Core Activity: Wood pellet manufacture

Location: Northern BC

Date of Incident: August 2019

A spark was generated in the burner unit of a belt-type dryer at a wood pellet facility. The fire suppression system was initiated and extinguished the fire within 7 minutes. The fire department attended and extinguished hot spots.

Injury Type: Lacerations to head and arms

Core Activity: Sawmill

Location: Lower Mainland

Date of Incident: August 2019

A worker was changing the band saw on a 9-foot-tall head rig. As the band saw was raised out of the saw pit by an overhead monorail crane hoist, the saw detached from the hoist and fell to the ground, striking the worker.

Injury Type: Crush injuries to arm

Core Activity: Sawmill

Location: Interior BC

Date of Incident: August 2019

As a worker was clearing a board from a planer, the worker's arm was drawn into the planer offfeed rolls.

Injury Type: Suspected concussion

Core Activity: Sawmill

Location: Lower Mainland

Date of Incident: August 2019

A worker on a sawmill cleanup crew, working in a restricted area, fell about 6 feet through a floor opening and landed on the conveyor belt below.

Injury Type: Close call

Core Activity: Sawmill

Location: Northern BC

Date of Incident: July 2019

At a sawmill, a fire started in an outdoor planer shavings truck bin. The fire then spread to two other truck bins. Workers from the sawmill and the local volunteer fire department responded and the fire was extinguished.

Injury Type: Lacerated fingers

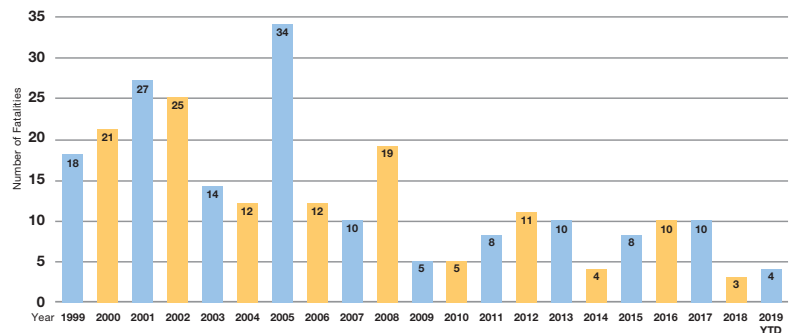
Core Activity: Shake or shingle mill

Location: Vancouver Island/Coastal BC

Date of Incident: July 2019

A young worker was operating a clipper saw, trimming shingles. The worker was cutting a "fit" shingle, which required the worker to reach over the running saw blade to support the shingle. The worker's hand contacted the running saw blade. 🚫

WSBC Accepted Harvesting Work-related Death Claims



This information represents the number of work-related deaths by year in BC, up until September, 2019



COR and SAFE Companies Certifications lead to lower work injury rates!

By Cherie Whelan
Director, SAFE Companies

The University of British Columbia (UBC) recently provided an update to a study they conducted in 2015 on whether COR Certification is associated with lower injury rates.

In the study, UBC used a control group of non-COR certified firms and compared “matched” COR certified firms similar in size, industry sub-sector and classification unit base rate to evaluate the differences between:

- non-COR and “matched” COR firms **before** COR certification date, and
- non-COR and “matched” COR firms **after** COR certification date.

The results indicated that across all industry sectors there was an average **12%** decrease for COR certified companies compared to their “matched” non-COR firms in short term disability (STD), long-term disability (LTD) and fatality rate between 2003 and 2016.

In forestry, there was a **24%** decrease in those measurements for the same timeframe. For Serious Injuries* in forestry, the results were even better. Across all industry sectors, COR firms had an **11%** reduction in Serious Injury rates. In forestry, there was a **24%** reduction in Serious Injury rates for COR holders.

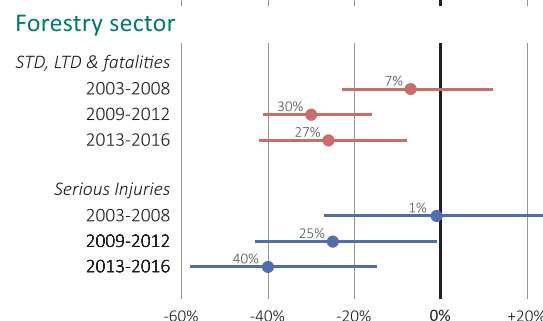
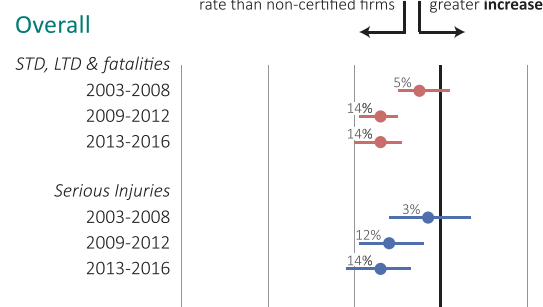
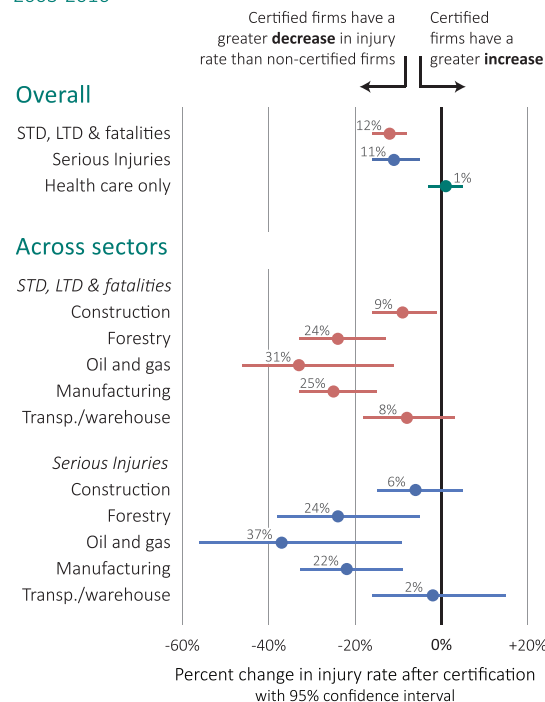
*What are Serious Injuries?

For this study, Serious Injuries were considered short-term (at least one day of time loss) or long-term disability claims with at least one of:

- serious medical diagnosis,
- potentially serious medical

The study also evaluated the impact on injury rates with longer term firms certified in the COR program. The study found that injury rates for COR certified companies continued to drop over time the longer they were certified in the program. In forestry, COR and SAFE certificate holder’s STD, LTD and fatality rates reduced by 30% in 2009-

Figure 1 | Effect of COR certification on change in injury rate, by type of injury rate, overall and across sectors, 2003-2016



2012 and 27% in 2013-2016, and Serious Injury rates reduced by 25% and 40% for the same time periods.

BCFSC’s tagline *Safety is Good Business* is clearly supported by the outcomes of this study. These results are proof positive that industry’s mission to enhance the health and safety of forestry workers in BC remains an overriding priority. But there’s even more good news ... WorkSafeBC recently released the preliminary rates for 2020, and 14 out of 15 harvesting Classification Units are expecting an average base rate reduction of 16% for 2020. This translates to more than \$10 million dollars in reduced premiums — money that forestry companies and contractors will be able to reinvest into their businesses.

The strength of the SAFE Companies program comes from the tremendous support and direction BCFSC gets from industry to ensure that we are doing work to make workplaces safer. We realize industry is going through some significant economic challenges at this time, so, as always, please reach out to us if there’s anything we can do to help you with your SAFE Companies programs and certification.

For more information on the study, please see:
www.bcforestsafesafe.org/node/3390

ICBC Insurance has changed



The next time you go to renew your ICBC insurance for your personal, family or work vehicles, you will find some changes. Instead of being based mostly on the vehicle, the insurance rates will be mostly based on the driver plus the usual location charge and whether it is for business or pleasure. Having autonomous emergency braking will also earn a discount for the first time. This feature has only been available from vehicle manufacturers for a couple of years, mostly on cars, although some high-trim level trucks and SUVs may have it as well.

The benefit to drivers is that good drivers will pay less and drivers with more crashes and infractions will pay more. About 20% of crashes were caused by drivers not listed on the vehicle owner's insurance policy, according to ICBC. Those driver's rates did not go up after a crash, so the other 80% of people had to pay more.

The administrative down-side is that when you go to renew, your insurance agent will need information about who is going to drive your vehicle for the next year. This will usually include their names and driver's license numbers. This applies to anyone who drives your vehicle regularly, such as household members, employees, or friends and family who

use your vehicle more than 12 times in a year. If an unlisted driver causes a crash using your vehicle, you could face a one-time financial consequence.

There may be financial benefits to restricting certain high rate drivers to only some vehicles in your fleet or to generally prohibit them from driving any company vehicles for the insurance year. When they have more years of proven safe driving in their own vehicles to generate a good rating or heal a poor one, you could reconsider. Sending your drivers to advanced driving and/or resource road driving courses may help make them better drivers and reduce their crash risk, but it doesn't help their insurance rating directly.

The extra information needed for insurance renewal will definitely result in a longer time with your agent. Not having the information with you will mean you aren't able to complete the transaction. Contact your broker before renewal to find out exactly what information is needed in your particular circumstances. The bigger your operation is, the more this becomes essential.

For more information and to access the interactive tool for predicting your Basic insurance rate, see ICBC's website at: <https://change.icbcbusiness.com> 📄



First Aid Risk Assessments

By Martin Ridgway,
Supervisor, SAFE Companies Quality Assurance

Conducting a first aid risk assessment will ensure your workplace is prepared for all likely emergencies and the types of first aid treatment that may be needed. It is essential to know the exact hazards in order to be prepared to help reduce the severity of any events. A company must do a first aid risk assessment each time:

1. There is a new site
2. There was a significant change on site, or
3. It has been 12 months since the last risk assessment (Reg 3.16).

Part of that process is looking up the baseline hazard rating assignment. Until recently, there was a published table at www.worksafebc.com that listed occupations and their ratings (High, Moderate or Low). Some occupations were listed with generic titles like *surveying* but the list did not include *field work services*, leaving a company less than confident about which rating assignment to select. WorkSafeBC has now assigned a baseline hazard rating to each Classification Unit

(CU). Harvesting activities are all rated as High, as they were before, while silviculture is rated Moderate as a baseline.

These rating assignments are only baseline categories. An entire company may be in a CU for Forest Fire Fighting but the five office-based accountants would not typically need to have the same first aid supplies, equipment and services as the in-field fire crews. This makes doing the first aid risk assessment quite important to determine if they are Low or Moderate risk. The threshold for going from Low to Moderate is a small step. Electronic map making without printing is Low, but moving up to printing physical maps makes it Moderate. Ranching is High while having an apiary (raising bees) is Low. However, if many workers had developed critical bee allergies, the baseline rating might not be appropriate. Ranching water buffalos and ranching chinchillas have the same baseline but probably have very different actual risks. Continuing to set your field crews up as High risk and more than 20

minutes from a hospital is the highest level of planning, so is a good default for both forestry and mill work.

The WorkSafeBC table that previously listed all the risk ratings has been removed from the website. Companies are now required to look up their individual CUs and read the full description from the PDF link. The information referring to 'Hazard Rating Assignment' will outline the rating as High, Moderate or Low.

To make it easier to find your risk rating, the BCFSC has listed the common forestry-related CUs with some comparison activities and their ratings.

Visit the link below to learn more.

www.bcfsc.org/files/files/ref_xWorkSafeBCHazardRatingForFirstAidAssessment.pdf 📄



Site Verifications

By Jerry A. Kirouac,
BCFSC Regional Safety Advisor

Site Verifications, or as we call them, Site Visits (SV's), are a proactive injury-prevention process where BC Forest Safety Council (BCFSC) Safety Advisors come out and meet you, boots on the ground and face-to-face at your work site to help you identify hazards and help prevent unsafe working conditions from developing.

Over the course of a year – our goal is to perform 350 Site Visits which can take 1-6 hours, depending on your company size and where your worksite is located. We are always mindful of your time and schedule and try to keep production in mind.

During the SV we can supply you with safety resource packages, current industry safety information and updated forms that are specific to your operation. We would also do some paperwork review, observe your equipment and have a chat with some of the workers as well.

SV's are a great opportunity for Company owners to ask questions relating to their specific safety program, industry performance and benchmarks. If we don't have the answer for you, we have access to amazing resources and support from BCFSC Staff.

Some folks get nervous when they first get a call or email to schedule a visit. Some think we are WorkSafeBC coming to do an inspection. Some folks think we are just going to focus on what they may be doing wrong. I have had Contractors tell me, "I didn't sleep at all last night" followed by "Can you come back next year!" As a former Contractor myself, I can relate. We are Safety Advocates and we are here to help you, first and foremost. Our goal is to give you dedicated support and a positive experience.

There are several ways we can interact with you and your team on site. For example,

some Contractors invite us to attend their tailgate meetings and some feel a brief one-on-one talk with an operator is beneficial. We can adapt the SV to accommodate your needs to ensure information is relayed to your team effectively and efficiently. See for yourself the positive impact our SV's have had by reading some of the great feedback we have received in the Site Visit Testimonials below. Just like you, our goal is to have everyone go home safely at the end of the day.

Safety is good business. See you in the bush soon!

Jerry 🌲



Site Visit Testimonials

Buff Group of Companies

We had a Site Visit conducted by Jerry Kirouac on June 26, 2019. This Site Visit went very well in my opinion. Mr. Kirouac was a breath of fresh air in the challenging task of making safety work in a realistic and effective way. I personally believe this is due to Mr. Kirouac's history in an ownership role in a large scale forestry, roadbuilding and transportation company.

Mr. Kirouac treated our office staff, site supervisor and all others involved with professionalism, kindness and "non high-horse" recommendations. This was a great way to spend the day for our people.

Our family has owned businesses concurrently involved in forestry, wood products, transportation and commercial agriculture since 1947, so I am safe to say this guy is a pleasure to work with.

Regards,
Erik W. Buff

R. Spence Contracting Ltd.

It's my pleasure to say that it's wonderful of you to come to our work site to visit us. We always look forward to seeing you and hearing about what's new in the safety world of BCFSC. I find you very knowledgeable, easy to talk to and understanding in making our operation a safer place to work at.

Thank-you so much for coming out to our bush.

Yours truly,
Randy Spence

Bedard Logging

Working with someone who is knowledgeable and aware of the safety program and the changes is very important. Jerry supplied us with updated forms and information that were a big help to our safety program. To me, Jerry's site visits are important and welcomed.

Garth Bedard

G Tress Contracting Ltd.

We had a Site Visit and paper audit done by Jerry Kirouac (BCFSC Regional Safety Advisor). Working with Jerry, I found him to be professional, helpful and informative. By doing a Site Visit, this helped the crew with third party insight into safety and how it's implemented from other parts of British Columbia.

Safety meetings often become stagnant and stale, but by having Jerry come and interact with the crew, it helped bring a new perspective of safety.

Future visits from Jerry would be welcomed and appreciated.

Glen Tress



Winch Assist Workshop

On March 14, 2019, WorkSafeBC and the BC Forest Safety Council (BCFSC) co-sponsored a workshop on winch assist logging at the UBC Research Forest in Maple Ridge, BC. The workshop provided the latest information on the safe operation of winch assist logging equipment. Trainers from Canada, New Zealand and the United States shared their industry experiences with classroom presentations and also provided training with in-the-field sessions focussing on:

- Wire rope use, inspection and maintenance
- Best operational practices for safe and productive steep slope and winch assist logging
- Results from the latest research and technology advancements

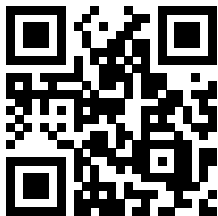
The BC Forest Safety Council captured these presentations on video and has posted them on our YouTube channel. Check out some of the excellent speakers from this event by visiting our YouTube channel www.youtube.com/user/BCForestSafety, by clicking on the hyperlinks below or by scanning your smart phone camera over the QR Codes.

Winch Assist* Workshop Videos

In the following two videos, Jim Hunt from FPIInnovations provides an overview of FPI's Steep Slope Initiative. In the first video Jim explains the results of a trial that compared tensions measured at the buncher to anchor tensions. In the second video, Jim introduces some of the best management practices that they have developed and are available through their website.

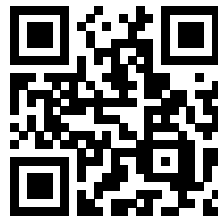
Jim Hunt (FPIInnovations) Video 1:

<https://youtu.be/BX8ojXIRYmM>



Jim Hunt (FPIInnovations) Video 2:

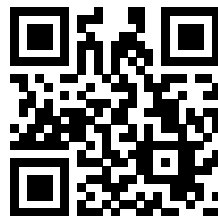
<https://youtu.be/pjwOTmgNyUo>



In the following video, Les Bak shares Nelson Forests Ltd.'s experiences implementing winch assist logging in New Zealand. Les describes how Nelson Forests started with winch assist systems in the early 2000s, and what they learned regarding safety procedures, planning, machine capability, and operator competency.

Les Bak (Nelson Forests Ltd.) Video:

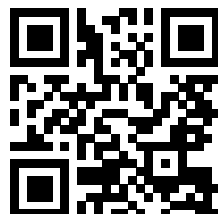
<https://youtu.be/dD2mnfBPycw>



In the following video, cable logging specialist, Brian Tuor describes wire rope maintenance and inspection. While not specifically targeted to winch assisted logging, Brian provides a thorough overview of wire rope, including type and makeup, inspecting for damage, maintenance, and strength testing of splices.

Brian Tuor (Cable Logging Specialist) Video:

<https://youtu.be/BX2lv3CmNJk>



Winch Assist or Cable Assist Logging*



Winch assist refers to the practice of attaching a cable or cables to a forestry machine to increase its operability on steep slopes.

The cable's tension increases the machine's traction in order to prevent slippage and, to a lesser extent, increases the machine's stability on slopes. The increase in traction allows the machine to work on steeper slopes while reducing ground and soil disturbance.

Winch-assist systems are relatively new to North America and are used to increase the operating range of ground-based equipment. They reduce the need for hand fallers and cable yarding crews, some of the most high risk jobs in forestry.

Benefits to using winch assist include:

- Reduced risk of incidents associated with hand fallers and yarding crews
- Increased harvesting productivity
- Reduced overall costs
- Reduced site disturbance 🌿



Adjust your vehicle speed relative to driving conditions

Submitted by

Overlanding BC - Resource Road Light Truck Driver Trainers

Driving a vehicle safely is part of an ongoing commitment to good safety culture both in, and outside the workplace.

When looking at driving speeds, it is important to understand that you need to adjust your speed relative to the driving conditions. Adjusting your speed to adapt to the current road conditions enables you to drive in almost all types of weather conditions throughout Canada.

Your focus while driving is very important. Distractions such as cell phones, being tired, the pressure of production schedules and stress all affect your ability to be fully aware of your surroundings and effectively assess the correct speed for the current conditions.



Knowing that you may experience hydroplaning in wet weather, slip on icy roads or get stuck in deep snow allows you to think about what adjustments you may need to make. Vehicle weight and tires also play a big part in deciding what adjustments to make. Knowing what your tires are made for and that your vehicle weight impacts how much traction the vehicle has, is critical for making these decisions.

In summer conditions, driving at the posted speed limit is usually quite easy. Some weather conditions may require you to slow down such as heavy rainfall, high winds or fog. Rain will also affect your stopping distance, and therefore, a greater following distance to the vehicle in front of you is highly recommended.

Once winter arrives, there are more adverse conditions that can affect your traction and require you to slow down. Snow-covered roads will have slippery sections and you'll need to adjust your driving speed and slow down for those



sections. A winter tire (unlike 3-season tires) is designed so that the snow collects in the grooves (sipes) and sticks to the snow it is rolling over (like building a snowman) - giving it grip. The rubber part of the tire is made to connect with the harder surfaces - either ice or cold pavement. Plan ahead by getting winter tires installed on or before the BC Ministry of Transportation and Infrastructure's deadline of October 1st.

So in the interest of self-preservation and perhaps avoiding a visit to your local repair shop - it's important to be self-aware and consider your speed based on what type of road you're on and the weather conditions that you're driving in. In the end, the goal is to keep it between the lines and keep the shiny side up.

Additional resources on Winter Safety:
www.bcforestsafesafe.org/node/1480

Additional resources on Resource Road Light Truck Drivers Training:
www.bcforestsafesafe.org/node/2541

Upcoming training

If you would like to see how a training course can meet your organization's needs, please let us know. We are committed to working with you to find the right training solution. We may be able to tailor a program to your specific needs and deliver it in a way that is most convenient for your operations.

Scheduled training for the next few months:

(does not include tailored sessions)

Falling Supervisor Training

October 21 Vernon
November 18 Nanaimo

Incident Investigation Training

October 8 Prince George
November 15 Vernon
December 4 Nanaimo

Forest Supervisor Training

Module 1: Due Diligence – 2 days

October 24 Prince George
November 13 Vernon
December 5 Nanaimo

Module 2: Communications – 1 day

October 10 Langley
October 17 Campbell River
October 17 Castlegar
October 24 Kamloops
November 28 Vernon
December 12 Nanaimo
December 12 Prince George

Module 3: Leadership & Professionalism – 1 day

October 11 Langley
October 18 Campbell River
October 18 Castlegar
October 25 Kamloops
November 29 Vernon

December 13 Nanaimo
December 13 Prince George

Internal Auditor BASE Workshop

October 3 Nanaimo

Individual Owner Operator OHS and Refresher Training

October 26 Teleconference
November 30 Teleconference
December 14 Teleconference

Joint Health and Safety Committee Training

October 7 Prince George
October 9 Langley
November 1 Kamloops
November 18 Campbell River

Small Employer OHS and Refresher Training

October 17 Prince George
November 14 Nanaimo
December 12 Kamloops

View the 2019 training calendar here: www.bcforestsafesafe.org/fscapps/calendar/calendar.php. Please check back often as course dates may change if there is insufficient participant enrollment. All training is offered on a not for profit, cost-recovery basis. Email training@bcforestsafesafe.org or call toll-free 1-877-741-1060 for general information, or email Gary Banys at banys@bcforestsafesafe.org to answer any questions you might have about course content and/or about tailoring courses to meet your company's needs at a location of your choice.



Transportation

Okanagan College obtains funding to train sixteen Professional Log Truck Drivers

Okanagan College, working with the BCFSC, Weyerhaeuser, Gorman Bros., Interfor, Tolko and the Interior Logging Association, have obtained funding through Project-Based Labour Market Training to train sixteen Professional Log Truck Drivers.

Students take part in 10 weeks of theory and classroom training, followed by 6 weeks of hands-on practical log truck driver training under the direct mentorship of an experienced Professional Log Truck Driver. The training program will be based on the Professional Log Truck Driver Program as developed by the Log Truck Technical Advisory Committee (LTTAC) and supported by the Trucking and Harvesting Advisory Group (TAG). Students will be assessed by 3rd party assessors who are administered through the BCFSC. The program will consist of 2 groups of students with the classroom portion of the course being delivered to 8 students at the Oliver Campus and 8 students at the Salmon Arm campus.

Log hauling contractors from Princeton, Adams Lake, Canoe and Revelstoke have been engaged to support both the mentoring and work experience portions

of the program. Mentors play a key role in the training and ongoing development of new drivers. There is no substitute for the knowledge and skills already learned by experienced drivers and the success of the Professional Log Truck Driver Program relies on participation by those experienced in the industry to mentor new drivers. Mentors have a minimum of 10 years current log hauling experience in British Columbia and have the following attributes, skills and knowledge:

- Professionalism in all aspects of log hauling
- Effective communication skills
- Ability to recognize, evaluate and control hazards
- Critical thinking
- Willingness to work with students over a period of 4-6 weeks to develop the skills required of a Professional Log Truck driver

The program is followed by a 10-week work experience program component in the Shuswap and Okanagan regions. As part of the program, work experience placements are required throughout the Columbia-

Shuswap, North and South Okanagan regions. Although placement of students with contractors wishing to

hire new drivers is preferred, this is not a requirement. Wages and WorkSafeBC coverage for the students are the responsibility of Okanagan College and are not the responsibility of the work experience host.

Although there has already been response from industry, Okanagan College will begin active recruitment of participants September 30, 2019. Questions regarding participants can be directed to Patty Bruce at PBruce@okanagan.bc.ca.

If you are interested in becoming a mentor please contact Trish Kohorst, Transportation Safety Program Manager at tkohorst@bcforestsafesafe.org.

If you are interested in becoming a work experience sponsor, please contact Mary Kline at (250) 837-4235 ext 6503 or mekline@okanagan.bc.ca.



The Employment Program of British Columbia is funded by the Government of Canada and the Province of British Columbia.

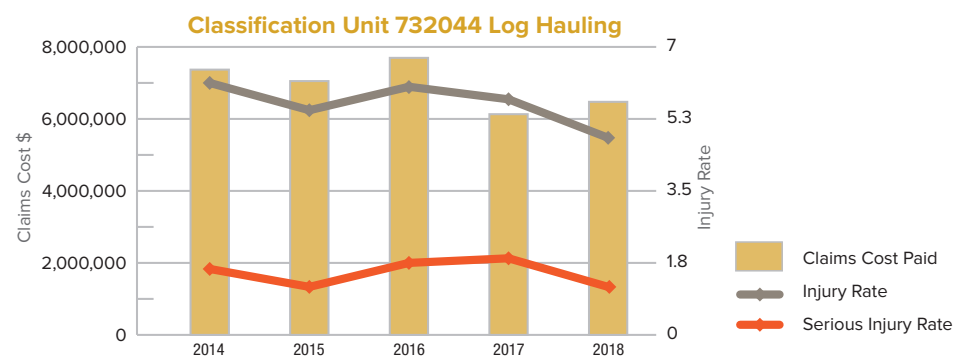
2018 Log Hauling Injury Rate Lowest on Record

During a period where the BC forest industry is experiencing some uncertainty, distractions can make it challenging to continue to focus on safety. However, achieving the lowest injury rate on record over the last 20 years is some very positive news for the log hauling sector, and re-enforcement that *Safety is Good Business*. Even more significant is the progress made by industry during the last 5 years where the injury rate for log hauling has decreased by over 20% from 6.1% in 2014 to 4.8% in 2018.

Acknowledging the efforts by those directly responsible for achieving this result is paramount to continued success. Professional log truck drivers are highly skilled men and women that are continually required to control hazards in their day to day operation of a log truck. With challenging conditions that can change throughout the day, vigilance is the key to reducing incidents.

Industry's commitment to improve log hauling safety performance through the working groups including the TAG and the LTTAC will continue. The work by member participants has been a key factor in developing and leading initiatives that improve log hauling safety performance.

In celebrating the success of the industry in reducing injuries and fatalities, we need to continue our vigilance as we welcome new drivers to the sector. Focusing on log hauling safety and ensuring that those highly experienced vigilant Professional Drivers who are retiring or leaving the industry are replaced with competent well trained drivers will be a significant undertaking.





Contractor Innovation in Load Securement Safety

Lloyd Inwood, owner of Inwood Trucking, is always looking at ways to improve the safety of his fleet and make driver's jobs easier. Inwood noted that near misses and incidents were high on the list of reported cases while drivers were cinching loads. Across industry, other drivers also report similar incidents including hands slipping off the cinch handle sometimes resulting in injuries to the face, as well as strains to the back, shoulder and neck from pulling cinches.

Concerned about the future safety of the drivers, Inwood began to develop a new cinch. After several adjustments, his final design is now benefiting a few companies that have started using the *Inwood Cinch*.

The cinch features:

- Longer, offset, forged handle for more leverage when closing.
- Slightly angled handle will not snap closed on the hand (straight handles can do that).
- When the cinch is open, geometry allows handle to stand upright when attaching to the chain on a log bundle wrapper.
- 1" round ball on the end of handle stops hands and wet gloves from slipping off.
- Forged-in chain hook for easy, positive locking of the handle (traditional method is to wrap the chain around the handle or use a separate wire restraint).

Several contractors have piloted the cinch with positive feedback. Justin Blackwell, an Independent Owner/Operator, piloted one cinch for a week and immediately replaced all his cinches with the *Inwood Cinch*. Marty Hiemstra, Business Manager of Lo-Bar Log Transport Co Ltd., indicated that Lo-Bar intends to continue to use this product based on the feedback from Russ Groves, one of Lo-Bar's drivers who piloted the cinch in their operations and believes the product "should be only one we ever use". Groves provided a detailed description of his experience with the new product:

- Both the length of the handle and the bend in the handle provide more leverage in pulling. This means less strain on the driver.
- The ball on the end means the cinch is less likely to slip from the driver's hand and therefore is less likely to cause injury.
- There is a built in chain hook which allow excess chain to easily be wrapped around the cinch when in use and secured on the hook. This makes it virtually impossible for the cinch to come undone.

- They are more visible to the driver, especially on the rear with wide bunks due to both the hi-vis green color and the bend in the handle. A visible cinch means the driver can see if it is becoming loose which ultimately means they can make their load safer by keeping them tight.

Lloyd has partnered with Prolenc Manufacturing to make the *Inwood Cinch* available to others in the industry. Now available through several retailers including trucking manufacturers and equipment retailers, this is one great example of how innovations by local BC log hauling contractors have created solutions that improve safety in daily operations. 🌲



HeadsUpGuys – A Comprehensive Resource Supporting Men Facing Depression

By age 40, about 50% of the population will have or have already dealt with mental illness. There are many misconceptions about mental health that make it difficult for men, in particular, to talk to others and take charge of their health. It's not a sign of weakness, it's a fact. Men get depressed.

Depression affects millions of men every year and is the leading cause of disability worldwide. **HeadsUpGuys** is a Canada-wide initiative to develop resources, services and programs to improve the mental health and well-being of men.

The **HeadsUpGuys** website provides information, tips and advice to support men in their fight against depression. The goal is to become the first resource men look to when facing depression and the first resource friends and family members look to when concerned about a man they care about. To learn more, visit www.headsupguys.org. 🌐



This RoadSafeBC workshop will feature interactive sessions to help participants begin or improve an occupational road safety program suited to their workplace. Participants will learn about the human and financial costs of workplace crashes, a process to identify hazards and assess risks and how to develop strategies and use the tools and resources

Register for a Free Road Safety Workshop in Prince George, BC

You are invited to attend a complimentary, 4 hour workshop to improve the safety of your employees who drive for work

Workshop: Introducing Road Safety Tools and Resources for your Workplace

Date: Wednesday, October 9, 2019

Time: 8:30am – 12:30pm

Location: Pomeroy Inn & Suites
2700 Recplace Drive, Prince George, BC



from **Road Safety At Work** to address the unique road safety needs facing their organizations.

This workshop has been developed for owners, managers, supervisors, health and safety practitioners, joint occupational health and safety committee members and others who have responsibility for making decisions and developing programs to keep employees safe on BC roads.

Interested participants are encouraged to send one or two representatives from their organization.

For more information or to register, visit www.roadsafetyatwork.ca and click on Workshops and Webinars or contact Angelina Robinson via email at angelina.robinson@roadsafetyatwork.ca or by phone at 604-770-2500. Seating is limited, so reserve your spot now. 🌐



FTAC Faller Survey

In January 2019, the Falling Technical Advisory Committee (FTAC), supported by the BC Forest Safety Council (BCFSC) mailed surveys to approximately 2,500 certified fallers. A total of 246, 10%, were returned which is an average return rate. Similar to the 2015 survey, questions focused on all aspects of falling including supervision, planning, training, regulations, qualified assistance and the faller standard.

At the June 2019 FTAC meeting a sub-committee was established to review the results of the survey and bring forward the key issues identified by industry. These issues will be presented at the September FTAC meeting, with the outcomes shaping FTAC's priority workplan items for 2020.

FTAC would like to thank all of the fallers and falling supervisors that took the time to complete the survey and for sharing their

opinions and comments. A summary of the survey will be completed and mailed to all certified fallers by the end of the year. A copy of the survey will also be available on the BCFSC website.

Updates on FTAC's workplan items and other initiatives will be shared in future editions of *Forest Safety News*. If you have any questions or comments about the survey, please email

FTAC@bcforestsafe.org. 📧

Annual Card Renewal Changing to Three Year Renewal

As a BC Forest Safety certified faller, an annual faller card is typically sent to you each year prior to your individual certification expiry date. All of that will change starting January 2020.

Through request and engagement with industry, the BC Forest Safety Falling Department will apply 3-year expiry dates to all cards. By issuing one card that expires every 3 years, administrative requirements on contractors and employers to ensure they have copies of current cards every year greatly diminishes.

Misplaced, lost or stolen cards will continue to be replaced upon request to BC Forest Safety at no additional cost. Requests for card replacement can be sent to Faller@bcforestsafe.org or by calling 1-877-741-1060. 📞



Supervisor Paperwork

Falling supervisors are always reaching out with comments about how much paperwork they are required to complete on any given day. One of their main responsibilities is creating and maintaining site specific block plans. On right of ways or in blocks where mechanized falling has occurred and fallers are brought in after to fall inaccessible timber, supervisors often comment that it takes them longer to create an acceptable block plan then it does to do the actual falling. To address this challenge, Scott Rushton, BCFSC's Lead Falling Safety Advisor, created a condensed version of a general block plan that includes all of the required information needed to safely run a falling project in a 6-page document that includes:

- Emergency Response Plan (ERP)
- First Aid Site Assessment
- Initial Safety Meeting
- Site Hazard Assessment with Corrective Action Log
- Hand Falling Safe Work Procedures
- Changes to Workplace Plan / Block Log
- Visitor Sign In

In 2019, field testing of the condensed block plan was carried out with a number of different falling companies. "Field testing of the draft condensed block plan provided us with the opportunity to gain valuable feedback from falling companies and supervisors to ensure the document covered all aspects required for productive, safe, and efficient operations", said Scott Rushton. "The draft document will now be presented to the Falling Technical Advisory Committee (FTAC) at the September meeting, where we will be looking for additional feedback from the Committee". After FTAC has completed its review, BCFSC will look at including it in the Falling Supervisor course and making it available on BCFSC's website. If you have any questions or would like to discuss the condensed block plan, please contact Scott at 250-735-2850 or by email at srushton@bcforestsafe.org. 📧



Staying Limber with Rolling; Is Worth the Pain?

By Dr. Delia Roberts

Muscle and joint pain is inevitable and universal. Whether you are 18 or 80, work at a desk, in a truck or machine, or spend your days carrying a saw, shovel or hiking through the woods, those aches and pains are sure to catch up with you sometime. And while it's impossible to diagnose the cause of the pain without a great deal more information, the technique known as rolling or myofascial release can help relax tension in the tissues and relieve pain. Here's how it works, and how to use this simple and inexpensive method to keep you moving, day in and day out.

The Tissues Involved; Muscle, Nerve, Fascia and Others

Muscle is the tissue that actively shortens to cause movement. It can also contract under load to resist gravity pulling a weight downward, like when you walk down hill or lower a heavy object to the ground. Sometimes, if the load is greater than what you are used to, (heavier, faster movement, longer duration or even in an unusual direction), small tears occur in the structure of the contracting fibers. In addition, when muscle gets tired, waste products accumulate and in both these situations the chemical signals cause local shortening. Whatever the reason, irritated muscle will contract in a protective reflex and this can cause mini-cramps that can be quite painful. These areas have come to be known as "trigger points".

The pain isn't always directly over the trigger point, sometimes the contracting muscle puts pressure on a nerve making the pain radiate and feel like its coming from an area that can be quite far away from the source.

Besides muscle and nerve, pain can arise from other tissues. The shortened muscle can change the way load is distributed across tendons and into the joint, irritating other structures. Additionally, the fascia that surrounds muscle and tendon is lubricated

by fluid that changes with dehydration and the altered chemical composition in muscle tissue with temperature, fatigue and the build up of waste products. When this happens pressures and the lubricating quality of the liquid change, causing painful "adhesions" between the muscle and fascia. Muscle can also have tiny direct connections with the surrounding fascia, so when the muscle shortens it can tug on the fascia and increase the stiffness of this tissue.

Releasing Trigger Points

To date, research into the effectiveness of injections, dry needling and pressure (from rolling, balls, other tools or by hand) hasn't shown that any one method is better than another. What it does show though, is that manual pressure of any type for around 30 – 60 seconds, applied several times during a warm up, can reduce pain and improve range of motion, and sometimes will improve work performance. The amount of pressure exerted doesn't have to be really painful to be effective either, and the effects seem to last for about 30 minutes.

It's also interesting that there are a number of studies that show that rolling one area on one leg can reduce pain sensitivity and improve range of motion in other areas of the same leg, and even in the opposite leg. This finding suggests that at least part of the positive effects of rolling are due to central nerve action, as opposed to increased blood flow, relaxing of a muscle spasm, changing the characteristics of the lubricating fluid or the actual breaking up of adhesions in the treated area.

Staying Pain Free

Now that we understand more about how rolling works, you can put it to use to help deal with muscle and joint pain, or even just fatigue and stiffness. Choose your device based on price, convenience and how it fits your body. For example, for only a few dollars you can purchase a lacrosse ball. If



that's too hard, try a tennis ball, if that's too small try a baseball. Spiky massage balls are also inexpensive and come in a variety of sizes and range from firm to soft. For those hard to reach spots in your upper back, put your ball or a couple of balls, in an old knee sock and toss it over your shoulder. Balls have the added convenience in that you don't have to get down on the ground as you do with a foam roller. They work great against a high seat back, or under your butt or leg while seated.

Roll the areas that feel tired, tight or are painful, keeping in mind that you can back off if it hurts too much. Work each area for up to a minute a couple of times a day. Add a bit of rolling into your warm up, keep a couple of balls in your truck to use while you are waiting to load/unload and consider making it part of your going to bed routine. Spending a few minutes rolling can be a way to relax, which will help you get a better sleep!

As with everything, it takes a bit of effort to see results. But regular rolling is a relaxing way to maintain your range of motion and prevent small problems from getting bigger. Even rolling out a tender spot can provide so much relief that the short term pain really is worth the long term gain. 🍏



Your take on Safety

Logging Near Power Lines in BC

Article Courtesy of BC Forest Professional Magazine

By Mark Holland, RFT / James McKendry, RPF, ISA Cert. Arb., Util. Specialist / Jonathan Mitchell, ISA Cert. Arb., CUA, CF

In December 2018, a severe storm caused widespread damage along the south coast affecting more than 750,000 BC Hydro customers. Winds and falling trees damaged 1,900 spans of wire, 386 poles, 700 crossarms and 230 transformers. Some of damage was caused by unstable cut block fringes left from recent forestry operations next to power lines.

As industry experts, BC Hydro is committed to the safety of forestry workers, utility workers and the public (Bylaw 11: Code of Ethics 11.3.10 1). Forestry operations occurring in close proximity to power lines pose several safety challenges for workers and the public. To address the electrical hazard for logging operations, BC Hydro, WorkSafeBC and industry have developed a referral process that provides electrical safety information essential to worksite safety; helping forest operators comply with the Occupational Health and Safety Regulations.

When working on trees near power lines, workers must be aware of the Limits of Approach (LOA), which is the distance that must be maintained between workers (including their extension of reach caused by tools, falling trees, equipment, or unplanned movements) and energized electrical conductors and equipment. The hazardous area is the area that includes any tree that may fall within the LOA. It is hazardous because electricity seeks any available path to the ground from a tree, mobile equipment, tools or the human body. Whenever a line is energized and there is a path to ground, the electricity will energize the ground. This effect will dissipate over distance in what is called the *Ground Gradient Ripple Effect*. If a person walks

across this gradient, they could be exposed to *Step Potential* as the difference in voltage pushes electricity up one leg and down the other.

Touch Potential is a similar hazard which occurs if a tree or piece of equipment contacts an energized line and a person touches the object. The difference in voltage between the person and the ground causes electrical current to flow through the body, which may result in serious injury or death. At high voltages, *Step and Touch Potential* can even occur without directly contacting a power line which is called a Flashover and is elevation dependent. When working adjacent to transmission lines with voltages of 230kV and higher, electromagnetic induction on large equipment and cable logging systems must also be considered, as induced electrical currents on logging equipment can present a safety risk to workers.

Referral Process

When planning a forest operation with power lines nearby or within your harvesting area, contact a BC Hydro representative to discuss Regulations and your options. BC Hydro will require a map showing the power line, harvest area boundaries and roads. Initiating contact with BC Hydro early in the planning process will help avoid operational delays.

For work adjacent to BC Hydro's rights of way and/or power lines, a field review with a qualified utility representative is required to provide electrical safety information, review the harvest area(s) to identify powerline related issues and discuss options for proceeding. The representative can also

identify any additional permitting required if the proposed logging utilizes existing road crossings or construction of new roads under the power line.

Many forestry operations near power lines require a Qualified Electrical Worker (QEW) or a Certified Utility Arborist (CUA) to supervise the work. CUAs are specialists authorized to work on trees in close proximity to power lines, direct fallers that may fall within LOA and obtain an assurance of no reclose permit (ANRP) from BC Hydro that is required for falling work near power lines.

Any works that cross, are on, or have the potential to affect one of BC Hydro's statutory rights of way will require a properties referral. BC Hydro will review the application details and provide a written response before the activities can occur. When approved, a compatible use agreement is issued and the site review can proceed with a qualified utility representative.

Logging near a power line can be hazardous. BC Hydro wants to work with you to make sure your operations are conducted safely and efficiently, recognizing where risks exist and making a plan to deal with those risks rather than respond to a power outage, fire or serious injury.

For referral requests and queries, please contact BC Hydro Properties Helpdesk by phone: **1-800-667-1517** or via email: properties.helpdesk@bchydro.com

For more information about the BC Hydro referral process, please visit: www.bchydro.com/energy-in-bc/operations/right-of-way-management.html

REFERENCES

1. ABCFP Bylaw 11: Code of Ethics 11.3.10, online at www.abcfp.ca/web/ABCFP/ABCFP/Governance/OnlineBylaws/Bylaw-11.aspx
2. Occupational Health and Safety Regulation, Parts 19.30, 19.31 and 26.2, online at www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-regulation

ABOUT Forest Safety News

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and register your email address or you can email editor@bcforestsafes.org and request a printed copy sent by mail. Email subscriptions are encouraged. Have a story, letter to the editor, safety tip, ideas or photos? Please send submissions to:

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FOREST SAFETY News



December 2019
issue 6 / vol. 6

Safety is good business

BCFSC to launch new website in 2020

To support our on-going efforts to improve communication and be recognized as an industry leader for value-added health and safety and training resources, we will be launching a new website in 2020. The new website will have an updated look that will be easier to navigate with simplified, filtered search options for easier access to resources and improved navigation tools for a better user experience. We will also be enhancing communication with targeted messaging and digital initiatives using BCFSC's new Customer Relationship Management (CRM) system. This new system will provide a better way of managing our communications. We will be able to share key messaging, resources and information simultaneously using a broad range of communication channels including social media and email - giving us the opportunity to reach our stakeholders more effectively and efficiently using the communications tools they use most often for accessing information.

With these enhancements, the Forest Safety Newsletter (FSN) will be moving to a quarterly publication. The FSN will be published in March, June, September and December and will focus on seasonal forestry articles and newsletter content concentrating on timely information through spring, summer, fall and winter. Ongoing safety news updates and resource materials will still be shared regularly on the BCFSC website as well as on Facebook and Twitter with web links directed back to the website for downloadable content. We also encourage you to share our social media posts if you feel this information is relevant to your peer group. 📌



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Welcome to the December 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.

The 14th Annual VISC Conference wraps up with talk of change

On Saturday, October 5, over 350 participants attended the 2019 Vancouver Island Safety Conference in Nanaimo, B.C. Forestry professionals from various industry sectors took time out of their Saturday to attend this full-day conference centered on "Succeeding on Today's Evolving Work Environment".

Many of this year's presentations focussed on change and its effect on our perceptions, mindsets and landscapes. Three keynote speakers addressed the topic in very different ways. Dr. Mark Devolder, of Synergy Sense Consulting, spoke about being "CHANGE READY" and how to adapt to exponential change as our lives evolve. Dr. Ray Baker addressed substance abuse in the workplace and the perception of addiction in today's society. And Jennifer Sparks from SwiftKick Enterprises shared her real-life experience in finding happiness from a life-altering incident. All three of these engaging speakers provided powerful insights and valuable learnings with distinct take-aways for delegates to share with peers and co-workers.

A big thank you to all of the volunteers and sponsors who made this free conference and networking event possible through generous financial, product and service contributions. For an overview of all of the presentations from the 14th Annual Vancouver Island Safety Conference, please go to the VISC 2019 Wrap-up (www.bcfscsafe.org/files/2019%20VISC%20Conference%20Wrap-up.FINALcompressed.pdf). 📌



Happy Holidays BC Forest Safety

Extending you our very best for a **safe** and happy holiday season.

BCFSC Holiday Office Hours

Tuesday, December 24	8am – 5pm
Wednesday, December 25	CLOSED
Thursday, December 26	CLOSED
Friday, December 27	8am – 5pm
Monday, December 30	8am – 5pm
Tuesday, December 31	8am – 5pm
Wednesday, January 1	CLOSED
Thursday, January 2	8am – 5pm

(Regular hours resume)

Upload Your SAFE Audit

<http://app.bcfscsafe.org/upload/>

Email Your SAFE Audit

audits@bcforestsafesafe.org
(Maximum file size = 10MB)



And the award goes to

The Leadership in Safety Awards are presented each year at the annual Vancouver Island Safety Conference recognizing individuals for their contributions in supporting safety in the workplace and their outstanding safety achievements.

The 2019 Cary White Memorial Lifetime Achievement Award for Commitment to Safety Excellence was presented to Ron Judd. Nominated by the Coast Harvesting Advisory Council (CHAG) for his long-standing career to supporting safety in the forestry sector, Ron was a well-deserved recipient of this award. As an Occupational Safety Officer with WorkSafeBC for the past 29 years, his dedication to working diligently with employers in solving challenging safety issues and training safety officers to strive for safety excellence has been invaluable.

The 2019 Most Valuable Player Award for Manufacturing went to Darren Beattie. This nomination was submitted by the Manufacturing Advisory Group (MAG) for his outstanding contributions to MAG and his commitment to safety in the workplace. Darren has an extensive career in forestry with each role dedicated to improving safety and health protection measures for employees.

The final award for 2019 was presented to Aaron Frost for the Most Valuable Player in Forestry. Recognized for his wealth of safety experience in forestry, he has been instrumental in developing innovative safety training programs and practices that have been adopted by many employers over the years. Throughout his life, Aaron has been devoted to safety both in work and life and has made significant contributions to his community as a search and rescue leader, volunteer firefighter and as a member of several safety advisory groups.

www.bcforestsafesafe.org/node/3207 🌲



Using the past to predict the future...

By Rob Moonen, CEO, BCFSC



One crucial feature of science is that it makes evidence-based predictions. This evidence comes from several sources. Data can be collected to characterize the current state of our industry, and recordings over time can reveal short-term trends. In addition, various techniques can be used to evaluate what the forest industry was like in the past and how and why it changed.

I think it's safe to conclude that applying science to predict the future of the perfect storm presently facing our industry is leaving many of us to ask the question of what's next?

While there are many questions about the future of the forest industry, there is some value in learning from the past to predict the future.

For many employers, contractors and workers engaged in forestry, the present state of our industry brings back memories of the U.S. recession of 2007-2009 and the collapse of the U.S. housing market. During this time, B.C.'s harvest volume dropped from 76.5 million m³ in 2007 to 51.7 million m³ in 2009. The future of the forest industry was in crisis and the employment prospects resulted in an exodus of experienced workers. Over time, industry activity resumed which saw workers returning to the job after time away, or new workers being hired. With the resumption of operations, industry's safety performance suffered. While the factors that contributed to the 2007-2009 economic collapse are different than they are today and the immediate future of our industry is still in question, we can take the opportunity to learn from our past to predict the future. With time, industry will

see some recovery in activity for different reasons (collective bargaining, market improvements, etc.) and industry will be calling some people back to work.

Fortunately, the same principles of preventing injuries can be applied in gearing an operation up, as managing in difficult times. In both cases, these principles help control total cost. The fundamental question that leadership of an operation should ask is, "Are we ready to do business well as we start the crews back up?"

Here's a basic check list:

- Do we have a solid design and plan for our operation?
- Do people know how to use the equipment the way we expect to operate reliably?
- What training is needed to refresh or make sure people really work safely and effectively?
- Are the right tools in place, ready to be used?
- Do I as the supervisor have "walk around" times scheduled to check that the operation runs the way we expect and that people have the skills, knowledge and tools to operate in a way to avoid negative surprises.

After a period of down-time, a solid reliable start-up plan ensures good quality, cost control and injury prevention. A poorly-planned, rushed start-up costs money and can lead to surprises that can injure people and damage equipment.

While it's difficult to predict when operations will resume and to what extent, let's ensure we do our part to set your business and people up for success with a well-thought start-up plan that ensures: **Every forestry worker goes home safe. Everyday.** 🙏

Important for arborists – regulation development

WorkSafeBC is requesting feedback on proposed amendments to the Occupational Health and Safety Regulation. Two proposed regulatory amendments including Part 26, Forestry Operations and Similar Activities and Part 18 Traffic Control are under review. The consultation phase gives an opportunity for feedback before the proposed amendments are taken to public hearing.

The forestry related amendments to Part 26 introduce requirements to address the range of work undertaken by arborists including pruning, repairing, maintaining or bucking trees or tree removal. The requirements include pre-work planning, documented in writing and communicated to all involved workers.

Feedback submissions will be accepted by WorkSafeBC until 4:30 p.m., Friday, January 10, 2020.

www.worksafebc.com/en/law-policy/public-hearings-consultations/current-public-hearings-and-consultations/consultation-on-proposed-amendments-to-the-ohsr-january-10-20 🙏

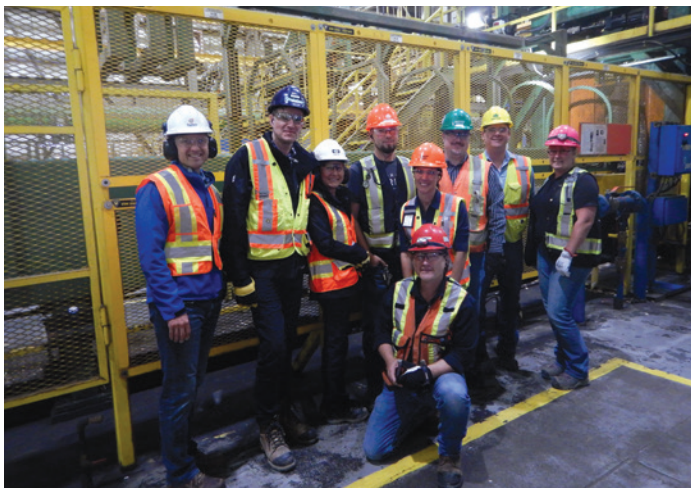


MAG meeting participants tour the West Fraser sawmill in Quesnel

The Manufacturing Advisory Group (MAG) is the B.C. sawmill industry's safety working group that seeks to analyze emerging trends and issues within sawmill operations, leverage shared experiences and develop technological, process and safety management solutions to consistently and continuously improve safe operational performance for the B.C. sector.

On September 18, 2019, the Manufacturing Advisory Group (MAG) held their third meeting of 2019. To reduce travel costs for the industry, West Fraser hosted the meeting at their Quesnel sawmill and others across British Columbia participated through video conferencing. At the meeting, attending MAG members were given a tour and demonstration of West Fraser's newly implemented electronic safety controls on their cantor line. MAG worked together to a find practical solution to a common kinetic hazard in the industry.

Quesnel sawmill tour



MAG participants left to right: Tony Mogus (Dunkley Lumber), Grant Weeks (Sinclair Group), Grace Cox (Canfor), George Kelly (West Fraser Electrical Supervisor), Randi Zurowski (Carrier Lumber), Scott Wynn (Tolko), David Murray (Gorman Bros.), Marla Nicole (Conifex Timber); kneeling: Troy Withey (West Fraser)

"The industry representatives that participated in the sawmill tour to view the kinetic energy safety controls were impressed with the results of the project and excited about the safety gains for the industry," said Bill Laturnus, Senior Safety Advisor, Manufacturing BCFSC.

WorkSafeBC produced the following video to show how MAG's collaborative industry efforts have supported West Fraser in implementing a safer solution for dealing with kinetic energy by developing the electronic safety control system:

www.bcfscsafe.org/node/3405



In support of improved collaboration, MAG has also been working with the BCFSC to ensure that key learnings from incidents across industry are shared across the sector through a recently

developed "Safety Alert of the Week" that goes out to all MAG members, who then distribute and communicate within their facilities asking the question, "Could it happen here?"

MAG
Manufacturing Advisory Group

SAFETY ALERT

DESCRIPTION OF EVENT:

An employee was in the process of making Babbitt plates in the filing room and had completed a number of mold pours. A countersink pin for the mold had fallen out and reset back into the anvil.

When the pin was being reset the employee rested his left hand on the edge of the stationary mold anvil with the tip of the index finger extending slightly below the top edge of the anvil. The employee's right hand was resting on the metal plate above the air cylinder switch.

The employee inadvertently activated the air switch with his right hand, pinching his left index finger between the two anvils.

The incident resulted in the employee suffering a fracture and one inch split laceration to his left index finger that required four stitches.

Most Important Take Away:

Complacency when performing every day task can lead to significant injuries. Focus on the process instead of the outcome.

Suggested Actions:

- Update Job Safety Assessments to include written procedures for the safe use and maintenance of the Babbitt mold equipment including lockout for maintenance and pin adjustments.
- Post and review the updated Job Safety Assessment with all filers. Emphasize the requirement to lockout equipment when performing equipment maintenance and pin adjustments.
- Extend the metal guard above the air switch so that it projects further out from the side of the Babbitt mold to prevent inadvertently activating the anvil.
- Reverse the action of the air switch so that it needs to be pulled out in order to activate the cylinder and close the anvil position.
- Discuss with all filing room employees the need to conduct continual hazard assessments "in the moment".

Ask yourself! **Could it happen here?**

BCFSC welcomes all incident or near miss submissions. If you have an incident you'd like to share, please forward to blaturnus@bcforestsafesafe.org. BCFSC will review and remove all identifying information to protect your privacy.

"I think the first two hazard alerts showcased how nice this will be to notify significant safety issues in wood product manufacturing. Thank-you!" David Murray, Gorman Brothers.

"Having sawmill employers share information on incidents and near misses provides an opportunity for the entire industry to prevent future incidents highlighting that there is no competition in safety" said Scott Wynn, Regional Safety Supervisor with Tolko Industries. "Together traditional sawmill competitors share the best safety practices to support a quest for zero incidents so that every worker may go to work each shift and return home safely to his/her family and community."

MAG employers support these efforts by sharing the information with BCFSC where all identifying information is removed to protect privacy.

If you would like to be added to the distribution list for the **Safety Alert of the Week** and/or have a forest products manufacturing incident you'd like to share, please contact Bill Laturnus at blaturnus@bcforestsafesafe.org. Stay tuned for more information on the forest products "Safety Alert" webpage. 📺

The power of smartphones and social media

As we inch closer to 2020, we are reminded every day how much people rely on their smartphones and social media feeds to access information. Seeing people with their heads down, engrossed in their smartphone display, is a normal day-to-day observance.

As a health and safety association, the BC Forest Safety Council (BCFSC) is dedicated to ensuring we provide on-going reminders and safety resources to help ensure workers are leaving their phones alone during active work duty to avoid safety risks due to cell phone distraction.

We are all aware of the inherent risks associated with distracted driving and the importance of staying safe on the road by complying with the Motor Vehicle Act, Part 3.1 — Use of Electronic Devices While Driving (www.bclaws.ca/EPLibraries/bclaws_new/document/ID/freeside/96318_06). But inappropriate use of cell phones can present safety hazards far beyond driving vehicles. It can also affect you on the worksite, affecting your ability to focus, your spatial awareness, the recognition of hazards and your ability to operate equipment safely. By abiding by some common-sense rules of thumb such

as putting your device away when you are actively working on a job and abiding by your workplace's Cell Phone Use Policies, the risks of workplace injuries due to cell phone distractions can be mitigated.

It may seem odd that BCFSC uses social media to share information given our stance on safety hazards relating to cell phone distraction. Our perspective on social media use is quite clear – only access your social media channels when it is safe to do so. We understand that most of us are connecting and accessing social media to stay informed. The true power of social media is the ability to connect and share information with many people simultaneously anywhere on earth... as a communication channel, it's a very powerful tool indeed. The BCFSC uses Facebook, Twitter, YouTube and LinkedIn to keep our followers informed of the latest news, events and resources. It allows us to

provide you with information in real time using platforms that can spread the word quickly and efficiently. It also provides a means for you to share this information with your peers and keep others informed of important information that may help keep you and your co-workers safe in the workplace. To stay informed, follow us on Facebook, Twitter, YouTube or LinkedIn, when it is safe to do so of course! 📱



WorkSafeBC revises the Health and Safety Guide for Small Businesses

Many forestry companies are categorized as small business owners in B.C. WorkSafeBC has updated a key resource designed to help small business owners understand their legal responsibilities related to health and safety.

The Health and Safety for Small Businesses: A Guide to WorkSafeBC outlines insurance requirements, such as registering with WorkSafeBC and applying for coverage and also highlights the health and safety responsibilities of employers including how to help prevent injuries and what to do if there is an incident.

The guide was updated from an earlier edition (Small Business Primer) to reflect current regulations, procedures and resources. *The Health and Safety for Small Businesses: A Guide to WorkSafeBC* is available in English (with additional languages to follow). Business owners can access the guide online as an interactive web book which combines text and video and can be viewed from a computer or mobile device or it can be saved as a PDF. A print version is also available by ordering from the WorkSafeBC store.

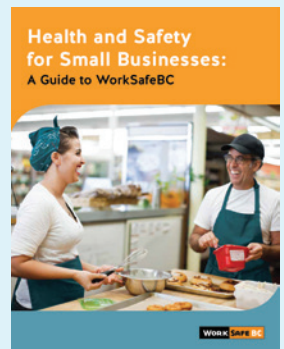
Visit worksafebc.com for more information and resources for small businesses.

Links:

www.worksafebc.com/en/resources/health-safety/books-guides/health-and-safety-for-small-businesses-a-guide-to-worksafebc?lang=en

www.worksafebcstore.com/health-and-safety-for-small-businesses.html

www.worksafebc.com/en/for-employers/small-businesses 📖





The power of a “Safety Moment”

By Cherie Whelan
Director SAFE Companies

When I worked in oil sands in Northern Alberta, most meetings I attended had a best practice that started with a Safety Moment. What is a Safety Moment? It's a brief sharing of a safety topic at the beginning of a meeting to ensure safety is always top of mind.

When I went to TransAlta, my Corporate Environmental Health and Safety team adopted Safety Moments as part of our best practises which was wholly embraced by our senior leadership. We worked together to build an internal process to roll them out and set a policy that if a meeting had more than four people present, it had to begin with a “Safety Moment”. We shared the “Safety Moment” of the week with all leaders and produced posters that were displayed in every meeting space with an image of a piece of string around a finger saying “Remember, when four or more meet, start with safety!”

Why am I telling you this? Well, about a year after we rolled out weekly Safety Moments, I attended some leadership training. When I introduced myself and said where I worked, the facilitator said, “TransAlta...I know TransAlta. Your CEO called me out on jaywalking last week. She told me about a safety sharing process they have called Safety Moments and that the topic of the week was about jaywalking!” It was at that moment that I knew we were onto something. That one, five-minute conversation at the beginning of that leadership training caused a safety intervention that protected someone outside our organization.

The BCFSC wants to encourage sharing similar Safety Moments starting with sawmills. We are building a web-based resource for sawmills to access and share **BCFSC Crew Talks**. These Crew Talks are downloadable, printable sheets that sawmills can use to support pre-job/shift meetings and JOSCH meetings. The **BCFSC Crew Talk** is a double-sided document with an eye-catching poster on

the front and additional information on the back to support a short (five minutes or less) safety conversation at the beginning of meetings. There will also be a Quick Response (QR) code on each resource that can easily take the reader to the BCFSC website with additional **Crew Talk** content. These resources will be circulated through email distribution lists and social media links on a monthly basis. We have built an editorial calendar with four topics per month with targeted distribution commencing in 2020.

The **BCFSC Crew Talks** will be diverse and cover workplace topics such as:

- Ladder Safety
- Emergency Preparedness
- Hand Injury Reduction
- Winter Preparedness
- Slips, Trips and Falls
- Sources of Stored Energy
- Sun Glare
- Heat Stress
- Fatigue, etc.

This new tool for sharing safety topics is like a “Swiss Army Knife” for pre-work/shift talks:

- **Posters** - put up on bulletin boards and share,
- **Speaking notes** - for supervisors and team leads,
- **Direct Access** – featuring a QR Code for a direct link to more content.

While BCFSC knows that *Safety is good business*, strong safety cultures at work also impact safety at home. So we are incorporating content for non-work related topics like Halloween Safety, Back to School and Putting up Christmas Lights.

Having a repository of diverse workplace safety topics to discuss are useful tools but encouraging teams to share and talk about personal “near misses” that occurred at home can also be very powerful. These impactful safety shares not only resonate personally with workers but will ultimately build and sustain a strong safety culture.

Having safety top of mind, ALL the TIME, will lead us in the right direction in getting us to a position where incidents and injuries are prevented.

BCFSC Crew Talks





Work-Related Deaths & Injuries

Update: There have been four direct harvesting fatalities in 2019 and one in air transportation, year to date.

On September 25, 2019 Ed Wilcock, the president and owner of E&B Helicopters was fatally injured when his helicopter crashed into a building in Campbell River, B.C.

Our deepest condolences to Ed's family, friends and colleagues and our sympathies to those affected by this event. Recognized in 2017 with the Cary White Memorial Lifetime Achievement Award, his commitment to the safety and evacuation of those working for coastal forestry companies will never be forgotten.

Recent work-related incidents reported to WorkSafeBC

The following sample of work-related incidents recently reported to WorkSafeBC may help you prevent similar incidents in your workplace.

HARVESTING

Injury: Fractured leg

Core Activity: Manual tree falling and bucking

Location: Interior B.C.

Date of Incident: 2019-Oct

As a worker was bucking logs with a chainsaw, the worker's leg was pinned between two logs. The worker was given first aid on site and then transported to local hospital by emergency transport vehicle (ETV).

Injury: Amputation injury to fingers

Core Activity: Cable or hi-lead logging

Location: Lower Mainland

Date of Incident: 2019-Oct

A rigging slinger (worker on a cable yarder) was preparing to change the location of the running lines of the yarder. The worker was within arm's reach of the haulback line when the line unexpectedly started moving. The worker's hand contacted the moving haulback line and was pulled into the haulback block (pulley). The worker received first aid onsite, and was then transported by employer's vehicle on a resource road to meet emergency services, who transported the worker to hospital.

Injury: Close call

Core Activity: Integrated forest management

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2019-Oct

During a grapple yarding operation, a guy line extension (1¼ inch diameter) failed in the middle of the eye. The grapple yarder toppled over onto the left side while remaining on the landing. The operator escaped through the rooftop secondary exit.

Injury: Fractured ankle, injuries to upper body

Core Activity: Integrated forest management

Location: Interior B.C.

Date of Incident: 2019-Sep

During a downhill yarding operation, a worker was struck by a log. The worker was transported to hospital by emergency transport vehicle (ETV).

Injury: Concussion, soft tissue injury to legs

Core Activity: Integrated forest management

Location: Lower Mainland

Date of Incident: 2019-Sep

A worker was operating a tracked log loader to hoe chuck logs on a 42% slope. The loader lost traction and slid 8-10 m down the slope, flipped over backward, and came to rest on its cab. The worker, who was using a seat belt, was able to escape from the cab and was transported to hospital in the employer's vehicle.

Injury: Close call

Core Activity: Ground skidding, horse logging, or log loading

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2019-Sep

The operator of a hoe forwarder was forwarding logs on a steep slope (greater than 40%) when a landslide occurred. The landslide carried the machine downslope about 92 m; it came to rest on its tracks up against a stump. The landslide continued downslope about another 92 m. The operator, who was not injured, exited the cab via the escape hatch and was able to walk out to the road above.

Injury: Close call

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

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2019-Sep

An excavator was being used to prepare a section of new logging road for blasting. A landslide (about 15 m wide by 30 m long) started and carried the excavator downslope about 30 m. The excavator came to rest on its side next to a lake. Two fallers assisted the operator, who was not injured, to exit the cab.

Injury: Concussion, fractured ribs

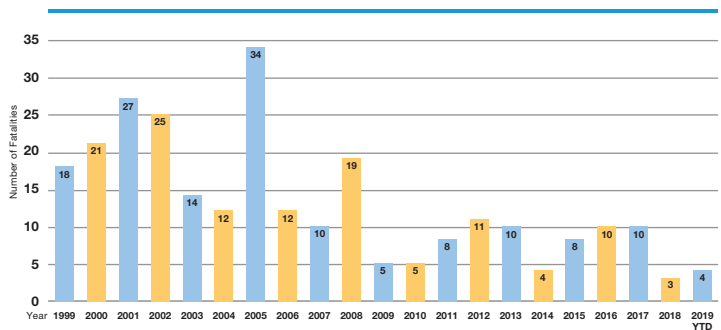
Core Activity: Manual tree falling and bucking

Location: Interior B.C.

Date of Incident: 2019-Sep

A worker was operating an all-terrain vehicle (ATV) on a forestry access road. The ATV struck a cross-ditch, which resulted in the worker applying the throttle and losing control of the ATV. The worker was thrown from the ATV.

WSBC Accepted Harvesting Work-related Death Claims



This information represents the number of work-related deaths by year in BC, up until November, 2019

Injury: Multiple injuries

Core Activity: Cable or hi-lead logging

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2019-Aug

A worker (rigging slinger) was standing on a stump during a cable yarding operation. The worker slipped off of the stump, fell about 2.4 m, and landed on a broken branch sticking out of a log on the ground. The worker was transported to hospital by ambulance.

MANUFACTURING

Injury: Close call

Core Activity: Pressed wood product manufacture

Location: Northern B.C.

Date of Incident: 2019-Oct

A fire started in the wood fibre belt drying system at a pellet plant. Workers immediately contacted the local fire department, who extinguished the fire. The fire caused extensive damage to the interior of the belt dryer system, blower, and exhaust stack. No workers were injured.

Injury: Undetermined injuries

Core Activity: Sawmill

Location: Lower Mainland

Date of Incident: 2019-Sep

A worker was trying to hang a come-along on a ring log debarker when two of the gear sprockets closed together, trapping the worker. The injured worker was freed by co-workers.

Injury: Lacerated fingers

Core Activity: Shake or shingle mill

Location: Lower Mainland

Date of Incident: 2019-Sep

A worker was cutting cedar shingles using a shingle saw (head saw). The worker was injured while trying to reposition the cedar block.

Injury: Amputation injury to finger

Core Activity: Wooden component manufacture

Location: Interior B.C.

Date of Incident: 2019-Aug

A worker shut down an electrically powered saw to check for broken drive V-belts. After opening the access panel, the worker lost balance and contacted the still-rotating drive pulley. ⚠️



Ntityix Resources customizes their SAFE Certification process

Ntityix Resources LP is Westbank First Nation's (WFN's) forest and resource management company that manages the forest tenures of WFN. These tenures include a Community Forest Agreement and a Replaceable Forest Licence (soon to be a First Nation Woodland Licence), with a combined annual cut of 85,000 m³ over 60,000 hectares of land.

Over 90% of Ntityix's forestry activities are contracted to WFN members. The importance of securing a long-term tenure to ensure that WFN's experienced loggers can work close to home is part of its long-range vision to sustaining generational forestry practices. Some WFN members have worked in the woods for four generations and are now passing along this experience and knowledge to the next generation of WFN forestry workers.

Ntityix's commitment to worksite safety is a fundamental part of their business culture. Their goal, to maintain best safety practices for their worksites, is an essential strategy in business development as both Ntityix and its contractors continue to grow in harvesting, road construction, log hauling, professional and technical field support, and silviculture.

By becoming SAFE Certified, Ntityix has demonstrated its commitment in maintaining high safety standards both internally and across all of its contractors by having a safety management system in place that promotes excellence in worksite safety. Being SAFE Certified helps Ntityix and its contractors reduce / prevent worksite incidents and injuries and improve its reliability, quality and competitiveness in the forestry sector.

"I have been running the Safety program for Ntityix Resources for six years and I think we have been doing a great job on being safe," said Bob Swite, Forestry Technologist with Ntityix Resources. "We promote safety and safety is good business to ensure that everyone makes it home to their families at the end of the day."

Ntityix Resources continues to lead by example with safety goals that support the SAFE Certification standards including:



- Zero accidents. To have all employees come home safely from the workplace each and every day.
- To ensure all employees are aware and involved in ensuring their own safety and the safety of other crew members.

Both management and employees in each of its service areas from harvesting, log hauling, road construction, field support and silviculture are dedicated to upholding safe work practices by conducting work activities with safety as the overriding priority. Ongoing internal as well as external safety audits, done by SAFE Certified Safety Auditors, are used to measure and improve health and safety practices and maintain Ntityix's high level of safety standards.

Ntityix was able to customize its SAFE Companies training and audit submission through SAFE Companies' personalised coordinated service option. Ntityix's group of contractors were able to take full advantage of this service and get their training and audit submissions completed efficiently and effectively.

Rob Swite, employee at Hohn Construction shares his take on safety. "Safety is important out in the bush on an everyday basis. Stay visible and stay safe. Safety first, always!"

Mike Sexton, BCFSC Senior Safety Advisor explains how the customization

process works. "Combining on-site training with assistance in the audit submission process provides the company and its contractors the opportunity for face-to-face contact with BCFSC staff. It allows us to discuss any element of the audit together and provide immediate feedback"

If you are a Prime Contractor and/or Licensee that has a group of contractors you want SAFE Certified, group training and audit submissions can be specifically tailored to meet the requirements of the SAFE Certification process.

If you would like to learn more, please feel free to contact a Safety Advisor or the SAFE Certification training department at **1-877-741-1060**. 📞



Maintaining SAFE Certification every year

With the current downturn in the industry, we have been receiving questions about audit due dates and reporting requirements. This article will provide you with guidance on how to maintain your SAFE Certification, even if your company has limited/no work during this downturn.

Audits are required EVERY YEAR

Remember, an audit **MUST** be submitted every year to maintain your SAFE Certification and COR Certification, if applicable.

Audit TIME PERIOD

Your audit should include the most recent information from the previous 12 months. You have two options for submitting your audit time period, either submitting your audit with the month prior to the audit due date or the same month of the audit due date:

For example, if your audit is due on December 12, 2019, then your audit time period would be December 2018 to November 2019

or

You could choose to include December 2019 in the audit changing the audit period from January 2019 to December 2019.



LIMITED WORK during Audit Period?

Even if you only worked for a limited time in 2019, you are still required to report on the work you did within your audit period.

For example, the personnel count in this example only has active months for March through June 2019.

Total Personnel Count per Month for past 12 months												
(Total = owners + management + office + supervisors + workers +workers of dependent contractors) (Maximum peak = 24 per month) (Maximum average permitted is 19.99)												
Year	2019											
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Count	0	0	8	8	10	6	0	0	0	0	0	0

Safety meeting minutes must be included for every month that the company was active. So, in the SAFE Companies Audit, you would be required to submit safety meeting minutes for **March, April, May and June**.

If your company worked during your audit period, the only acceptable blank form would be a New Worker Orientation form but only if you didn't hire any new workers.

NO WORK during Audit Period?

To maintain your SAFE Certification, we still need to confirm your company's safety program is in place, that it meets SAFE Certification program requirements, and most importantly, is ready for the company to safely start work again.

You still need to submit an audit and provide your program forms and policies, even if some forms are blank. For example, in a SEBASE Audit, you still need to submit a blank investigation form.

ANSWER ALL AUDIT QUESTIONS!!

All questions in the audit require a response, even if the answer is not applicable or if you are just checking the "no" box. Leaving the question blank and not providing a response will result in "0" points for that question which will negatively impact your total score.

Are you COR Certified too?

You may be eligible to receive a WorkSafeBC COR Incentive. WorkSafeBC requires a company's account to be active and in good standing. Some companies cancel/suspend their account during inactive times but this can affect your COR rebate eligibility. For more information on COR rebates, visit www.worksafebc.com/en/health-safety/create-manage/certificate-recognition/incentives.

If you need further clarification or require more information, you can always contact SAFE Companies with any questions at **1-877-741-1060** or by email at safeco@bcforestsafeco.org.



Resource road driving tips for light trucks



It is important that you use every tool in your driver's toolbox to negotiate resource roads with the highest level of safety with respect to yourself and other users.

Every piece of terrain and road is different. It varies daily with weather conditions, other users, the season, road surface material and condition and more. If you can identify some of these differences, then you can adjust your driving style and strategy to safely handle your vehicle in variable conditions.

Here are some key strategies to consider:

Before you even get into your vehicle, consider your personal attitude and temperament which can ultimately affect how you drive. If you are tired, under pressure of production or work, had an argument with your partner, not feeling 100% - these things can change how you will act and react as a driver.

Next, consider the contents of your vehicle. Is it fully loaded with equipment or people? Does someone want the sound system turned up? Are there loud conversations happening? Having an environment that allows the driver to hear the VHF radio, the vehicle's mechanics and the road itself help the driver to evaluate the current conditions and adjust accordingly.

Take a look at the following conditions that also affect safety and the choices drivers need to make:

» **Seat belts**

Although it's required by law, fatalities still continue to occur in the forest industry as a result of failing to wear seatbelts. Ensure that you and all of your passengers are belted-up prior to driving.

» **Frost lines**

Observe the road surface for freezing, particularly in shaded zones that don't get sun until later in the day or even at all.

» **Snow**

Snow density changes dramatically depending on the season, weather, freezing levels, wind compression, sun, etc. Open areas that are affected by wind can accumulate more snow. You will need to consider shaded zones that have more snow as well as avalanche zones.

» **Hills**

Understanding how the terrain varies will help you adjust your driver speed, gearing and so on, to negotiate different pitches more efficiently and safely. Regularly scan long distances ahead, across valleys and anywhere that allow more open views of the upcoming terrain.

» **Dust**

In summer, dust on resource roads is a major challenge, but it can also be useful in determining whether there is traffic on the road. By looking for dust clouds, this can indicate traffic further up the road and help determine if it is coming towards you. Sometimes the size of a dust cloud can indicate the size and speed of vehicles.

» **Low sun**

Low sun in the morning or evening can present visual challenges. Wearing the correct eyewear, adjusting your speed and even positioning your vehicle can help increase safety. It is also important to remember the position of the sun directly behind you will also cause challenges for drivers coming towards you, so be mindful of their conditions as well.

» **Corners**

Treat every corner uniquely as the characteristics of a corner like camber and pitch dramatically affect how to steer and the speed needed to safely drive around the corner. Expect oncoming traffic around every corner and always position your vehicle on the right side of the road to avoid a collision.

» **Soft road shoulders**

Firmness and traction levels often change on resource roads. The shoulder of a resource road is rarely driven on and is

often a lot softer than the main surface. This can present a challenge if your wheels end up on a soft shoulder, potentially grabbing the tires and causing the vehicle to pull further off the road.

» Near sight, future sight

Being a visually conscious driver allows you to gauge important information about the road you are travelling on. It is important to focus on the road just ahead of the hood of your vehicle, but also to look as far down the road as possible. That can mean looking across a valley, or through breaks in treelines or terrain. This ability to build a complete picture of the road ahead will help you understand the upcoming challenges and make your drive safer.

» Vehicle type

Every vehicle is different. The size, load, capacity and contents of the vehicle will affect the vehicle's specific location on the road it is travelling on, how fast it can go, its stopping distance and its ability to negotiate the road. It is important to understand your vehicle, but it is equally as important to evaluate all vehicles around you and how they may react.

» User types for resource road

Every road is different which means every road needs to be driven accordingly. You need to continually adjust to changing road conditions rather than driving on "autopilot". Roads vary in grade, surface type, width, severity, etc. Driving the correct vehicle and using the right driver aids such as 4x4 traction control and proper tires can assist you in a safe journey.

» Load

The amount, position and integrity of the vehicle's load whether it is passengers, equipment and/or product, play a large part in how your vehicle will handle. You may want to consider choosing lighter loads with more frequent journeys as a safer, more successful option.

» Maintenance

Following a regular maintenance schedule will help prevent major problems before they occur and can avoid leaving you stranded on the side of a resource road.

» Suspension / vehicle noise

Listening to your vehicle as you drive can provide a lot of information on its integrity and performance. Throughout your drive, the vehicle will have a fairly consistent mechanical noise in terms of air flow, engine noise and tire noise. Listening to mechanical noise changes can be an indication of loads shifting, changes in traction levels, possible mechanical issues and so on. If your vehicle does breakdown, ensure that you have taken all precautions prior to attempting to diagnose or fix the problem. In forestry, between 2015 and 2019, there have been six fatalities resulting from working under or around vehicles. In most of these cases, the operator failed to secure the vehicle before attempting work under or near equipment.

Considering all of these factors, it is important to adjust your driving to each variable accordingly. A road and its conditions can change without warning as you travel throughout the day. Stay alert and stay safe.

Article submitted by OverlandingBC. For more information on the Resource Road Light Truck Driver Course, please refer to www.bcforestsafesafe.org/node/2541

Other Resources:

- Lock Out Resource Package: www.bcforestsafesafe.org/files/res_Lockout.pdf
- Working Safely Under Vehicles: www.bcforestsafesafe.org/node/3230
- Chock It – Block It – Lock It Safety Alert: www.bcforestsafesafe.org/node/1337
- WorkSafeBC Safety Bulletin: www.worksafebc.com/en/resources/health-safety/hazard-alerts/improperly-secured-vehicles
- "Lockout and Live" Poster: www.bcforestsafesafe.org/files/ps_LockOutAndLivePoster.pdf 📄





Training

Safety training for workers and companies

The BC Forest Safety Council (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.

More than 19,500 workers have received training from BCFSC since the Council's inception. Help improve and enhance workplace safety for your crew by registering for our industry-developed training courses:



Forest Supervisor Training

Due Diligence (module 1) - Supervisors will gain knowledge of their legal responsibilities and how to prove due diligence.

Communications (module 2) - This session will assist supervisors and managers in improving their communication skills and methods at work.

Leadership and Professionalism (module 3) - Helping supervisors to understand their strengths and weaknesses, and recognize how their personal style impacts the workers they are responsible for.

www.bcforestsafes.org/node/98



Incident Investigation Training

Learn about the methods, tools, and processes needed to conduct an incident investigation. Suitable for individuals such as joint committee members or supervisors. www.bcforestsafes.org/node/3215



Joint Health and Safety Committee Training

Provides JHSC fundamentals for harvesting and manufacturing operations. Meets regulatory requirements for new committee members and worker health and safety representatives. www.bcforestsafes.org/node/3041



Falling Supervisor Training



Learn the roles and responsibilities of a falling supervisor, and become familiar with processes used by a falling supervisor to support their due diligence.



Designed for falling supervisors and for individuals who oversee falling activities. Falling experience, or a broad understanding of falling hazards and the means to control them, is recommended. www.bcforestsafes.org/node/2216

SAFE Companies Training

This training prepares individuals to become SAFE and COR program auditors, enabling them to submit the associated SAFE and COR audits. Various options are available depending on size of the operation being audited. www.bcforestsafes.org/node/3214



Other training courses available through the BC Forest Safety Council:



Basic Chainsaw Operator
www.bcforestsafes.org/basic_chainsaw



New Faller Training
www.bcforestsafes.org/node/90



Resource Road Light Truck Driver
www.bcforestsafes.org/node/2541



Forestry Safety Overview
www.bcforestsafes.org/node/2904

Training by Request

Is your operation interested in hosting a training session? We can deliver the training you want, where and when you need it. All our training is delivered on a not-for-profit, cost-recovery basis, saving you money. Email us at training@bcforestsafes.org for details, or call toll free 1-877-741-1060.

Participant feedback

BCFSC collects and reviews feedback carefully to continually improve materials and ensure training meets the needs and expectations of participants. Below is a selection of 2019 feedback:



"I know more about my responsibilities and hopefully I'll be a better supervisor" Forest Supervisor – Due Diligence Module

"Experienced instructor, knows his stuff. Well-designed materials." Basic Incident Investigation Course

"This training changed how I drive at work." Resource Road Light Truck Driver Course

"I am much more aware of hazards thanks to this course." Basic Chainsaw Operator Course 🍷



Transportation

Experienced professional log truck driver mentors needed

Okanagan College's Professional Log Truck Driver Program is underway. The program provides an opportunity for training eight students each in Salmon Arm and Oliver. The development of the program and expectations of industry for candidate selection have been incorporated thanks to the ongoing support from Gorman Bros., Weyerhaeuser, Tolko Industries, Interfor and the Interior Logging Association (ILA).

Practical skills (time in the truck) will commence in January, 2020 and Professional Log Truck Drivers are needed to mentor these students. Mentors play a key role in training and ongoing development of new drivers. There is no substitute for the knowledge and skills passed along by experienced drivers. The success of the Professional Log Truck Driver Program relies on participation by those experienced in the industry to mentor new drivers.

Mentors should have a minimum of 10 years of current log hauling experience in British Columbia and have the following attributes, skills and knowledge:

- Professionalism in all aspects of log hauling
- Effective communication skills
- Ability to recognize, evaluate and control hazards
- Critical thinking
- Willingness to work with students over a 4-6 week period to develop the skills required of a Professional Log Truck driver

The BCFSC has worked with the ILA to create a funding model to support mentoring new drivers. Below is a summary of the funding structure model:

- Keeps trucking companies whole by subsidizing lost trucking revenue during mentorship of students,



- Encourages veteran drivers to become mentors using a wage incentive,
- Recognizes the additional operating costs incurred for trucks/trailers while training inexperienced drivers in a log hauling environment.

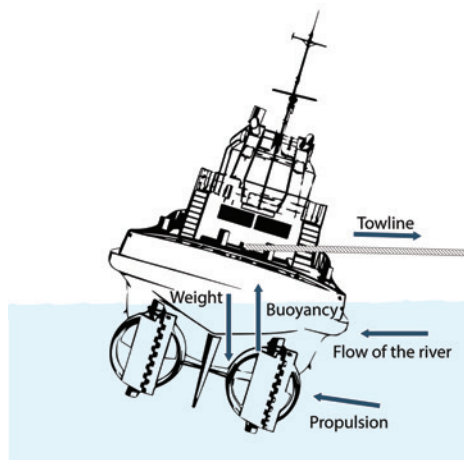
Contractors or Professional Log Truck Drivers who have questions about the mentor program or are interested in becoming a mentor for the Okanagan College program can contact Trish Kohorst, Transportation Program Manager at tkohorst@bcforestsafesafe.org or 1-877-741-1060. 📞

Transportation Safety Board (TSB) releases investigation – George H Ledcor tug

The Marine Forest Safety Advisory Group (MFSAG) continues to focus on incidents that relate to marine forest operations. Tugs and barges are used to move significant timber volumes in both coastal and interior waters and marine incidents such as girding pose a risk to these operations.

Girding occurs when a vessel is pulled broadside by a towline force and is unable to manoeuvre out of this position. On August 13, 2018, a marine girding incident occurred. The tug *George H Ledcor* was towing the loaded gravel barge *Evco 55*, with the assist tug *Westview Chinook* pushing it to an unloading facility on Mitchell Island in the north arm of the Fraser River, B.C. The *George H Ledcor* girded and capsized after being overtaken by the barge. The four crew members on board were rescued from the tug's overturned hull by the nearby yarding tug *River Rebel* and the

assist tug *Westview Chinook*. One crew member sustained a serious hand injury.



Forces that can contribute to a girding situation (Source: TSB)

Between 2005 and 2018, there have been 26 girding situation reports received by the TSB, 21 of which have resulted in capsizings. Although there is limited industry-specific data available to determine in which marine sector girding incidents occur, girding is a risk in marine forest operations.

This TSB video <https://youtu.be/VWHdg917hZ0> illustrates the factors leading to girding and recovery methods. All workers and managers responsible for marine operations would benefit from viewing this video to better understand the risk.

A copy of the Marine Transportation Safety Investigation Report relating to the girding and capsizing of the tug *George H Ledcor* can be viewed here:

www.tsb.gc.ca/eng/rapports-reports/marine/2018/m18p0230/m18p0230.html 📄



Interior drivers participate in Seeing Machines fatigue technology study

When implementing a fatigue management program, one option to consider is the use of onboard technologies. Seeing Machines' Guardian system is an in-cab fatigue monitoring and intervention system that uses eye and face-tracking technology to alert drivers and fleet managers when the system detects driver fatigue.

A study conducted in 2018 with Mosaic Forest Management using Seeing Machines technology, suggested the technology should be further evaluated in interior operations where duty duration and night duty, prior to spring break up, contribute to a higher risk of fatigue. With the support of Tolko Industries and eight drivers from six log hauling contractor fleets located from Merritt to Williams Lake, B.C., a second Seeing Machines study was implemented in February of 2019.

In order to capture the effectiveness of Seeing Machines during the night shift, the baseline period (when the alert system was turned off) and active fatigue management period (when alert system was turned on) were each run for two weeks on shifts monitored before spring break up.

During the baseline stage, there were a total of 16 drowsiness events, one micro-sleep event and 226 yawning events.

A reduced number of events were observed in the *Active Fatigue Management* period.

Further to the findings from the 2018 report, the 2019 study supported that the use of the Seeing Machines technology is effective in recognizing and reducing the duration of distraction events. The following table shows the reduction in duration for "eyes off the road" events that were observed between the baseline and active fatigue management stages.

A study conducted by Liang et al. (2012) and Simons-Morton et al. (2014) *How Dangerous Is Looking Away From the Road? Algorithms Predict Crash Risk From Glance Patterns in Naturalistic Driving* (www.researchgate.net/publication/235518883_How_Dangerous_Is_Looking_Away_From_the_Road_Algorithms_Predict_Crash_Risk_From_Glance_Patterns_in_Naturalistic_Driving) showed that the odds of a crash and near-crash event is 3.8 times higher for a duration greater than two seconds of "eyes off the road" during all secondary tasks (tasks subordinate to driving activity, such as eating and drinking, reaching for objects in the vehicle, adjusting the radio and other equipment on the steering wheel or centre console and operating devices such as the window control, seat belt,

or sun visor), and 5.5 times higher for a duration greater than two seconds during wireless secondary task engagement (use of a cell phone—talking, dialing and texting while driving—is against the law).

An anonymous driver survey was provided as part of the study and responses indicated that drivers found the system moderately effective in managing fatigue and distraction and rated technology moderate to very effective. However, 25% of drivers felt the system infringes on their privacy if made mandatory. 50% of the drivers felt that the technology helped them in changing their driving habits. While 75% of the drivers also felt that the technology improved safety. All drivers that participated in the survey would recommend Seeing Machines.

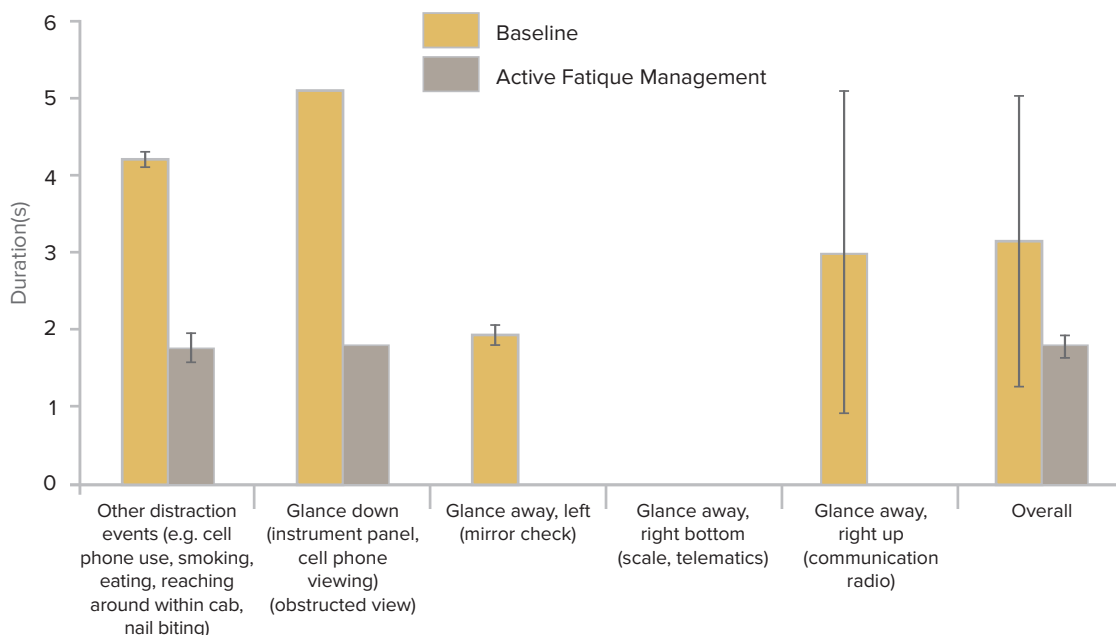
Fleet managers were also provided with an anonymous survey. The managers found deployment, training and use to be easy, and system performance and reliability to be moderate. Fleets managers like the concept and 75% of the fleets in the study are in favour of implementing this technology.

Based on feedback from both the 2018 and 2019 studies, as well as additional work conducted by Mosaic Forest Management, the BC Forest Safety Council (BCFSC)

and Seeing Machines are collaborating to improve system reliability in the log hauling environment and adjusting parameters that are expected to improve data reliability.

To view the full report, visit the BCFSC Transportation page: www.bcfscsafe.org/forestry_trucksafe.html

Two additional studies are proposed for this winter; one in the log hauling sector and a second in the wood fibre hauling (chip truck) sector. 🌲



Phase Integration in forestry operations

Phase integration is the coordination of harvesting and hauling activities within an operation. This can include one or more contractors working at the same time in the same worksite or general area. Without proper planning, these areas can become overcrowded or jammed, leading to phase congestion. Phase congestion is an industry-wide challenge and has resulted in serious injuries and fatalities. As a result, there has been a focus on phase integration from both industry and WorkSafeBC. Currently WorkSafeBC is visiting contractors in the field with a focus on this issue.

This focus on phase integration has multiple purposes:

- Create awareness and knowledge with regards to safe phase integration
- Help industry understand and apply appropriate risk management principles for phase integration
- Help industry to understand the controls required in a forestry operation
- Ensure industry is integrating phases in a safe and consistent manner
- Collect consistent and reliable data and information for WorkSafeBC's future forestry prevention initiatives



- Collect and use data to measure change in the industry with regards to knowledge, understanding, and practice of phase integration in the forestry sector

A critical component of phase integration is effectively managing risk. This involves three key steps:

1. Identifying hazards

To protect workers, begin by accurately identifying hazards in your workplace. A hazard is anything that has the potential to cause harm, such as falling, yarding/skidding, processing and loading.

2. Assessing risks

The next step is assessing the risk these hazards pose to workers. The risk is the chance — high, medium, or low — that somebody could be harmed by these hazards, as well as how serious the harm could be.

3. Controlling risks

If you've identified high or moderate risks, the next step is controlling the risks by correcting unsafe conditions.

For the remainder of 2019 and through 2020, WorkSafeBC has indicated they will engage harvesting and hauling contractors in reviewing phase integration and congestion.

Industry is also working on this issue and has developed phase management resources which can be found at:

www.bcforestsafesafe.org/node/3109 📄

Back to work - hazard vigilance

Driving log trucks and operating machinery can be challenging and it's important to be vigilant about safety especially in winter months when road conditions can be hazardous. You can follow these key considerations and recommendations for safe operations.

Distraction—stay focused:

- Mind on task — avoid mind distractions (stress)
- Leave the phone alone

Weather conditions — Assess conditions prior to and during operations:

- Request increased road maintenance where road maintenance guidelines are not met. www.bcforestsafesafe.org/files/Resource%20Road%20Maintenance%20Guideline-FINAL.pdf

- Chain up
- Shut down in high hazard conditions; snow storms, icy roads, heavy rainfall

Production pressures

- Challenging road conditions can increase cycle times
- Work with licensees to ensure cycle times are adequate for safe travel
- No load is worth your safety

Fatigue

- Maintain a consistent and adequate sleep schedule (not less than 6 hours)
- Work with licensees to adjust cycle times and/or schedules to allow for adequate off duty time
- Family / Lifestyle
- Sleep

Log Trucks and Equipment

- Maintenance done
- Pre-trip / post-trip inspections
- First aid
- Fire extinguisher
- Lock out equipment when repairing or checking for mechanical issues

Radio Use and Road Calling Procedures

- Follow the rules of the road
- Be prepared for traffic without radios

Working Alone

- Check in at required intervals (including truck drivers) 📞



Falling

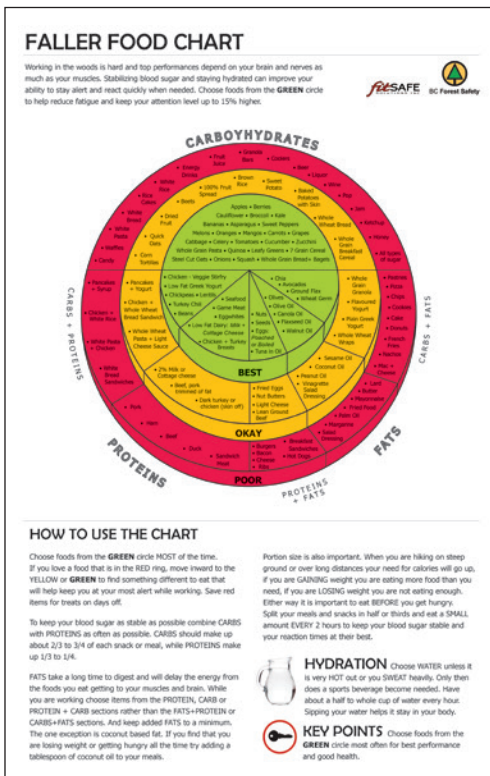
Getting back to work, safely

2019 has been a taxing year for all those in the logging industry. From mill closures and curtailments in the Interior to the United Steel Workers strike on Vancouver Island, it seems everyone has been affected in some way or another. Eventually this too will come to an end and when it does, the following are reminders for getting back to work, safely:

Prepare and ensure proper hydration, nutrition and conditioning

As you return to work, adjust your preparation as needed. Be sure to do extra pre-work; stretching to ensure your muscles are warmed up to avoid strains and to get your bush legs back under you.

The BCFSC has many resources available on our website with regards to proper nutrition, hydration and fitness: bcforestsafesafe.org/node/3013



Slope stability

2017 and 2018 saw major wildfires throughout our province that caused severe devastation to the land. Ensure you are aware of any potential slope stability issues in your work area and adjust where necessary as rain and snow fall will play a part. www.bcfsc.org/node/1938

Road conditions

These will vary from region to region however expect slippery road conditions as we head into the winter months with increased rain and snow fall.

www.bcfsc.org/node/2629

Site assessment

When returning to work, a site assessment will be imperative before starting work as the timber stand will have been affected by the elements. Take your time and do it right. www.bcfsc.org/node/2950

Test your Emergency Response Plan (ERP)

Ensure the ERP is reviewed and tested to ensure that it is up-to-date as things may have changed since the last time you were on site. www.bcfsc.org/safety_info/forms_templates/fallers.html

Production Pressure

The mills will be hungry for wood when the industry turns around. Don't rush. Plan ahead, work the plan and make good decisions. www.bcfsc.org/node/2795

If you would like to talk to a falling safety advisor on any falling related matter or schedule a visit, please call toll-free at **1-877-741-1060** or email faller@bcforestsafesafe.org.

MAINTAINING HYDRATION

FUELING UP

- Your engine can't run right if the fuel mix is wrong. Do the same for your body to keep your reactions sharp.
- Even mild dehydration can reduce your physical endurance and your ability to stay focused.

HOW MUCH WATER YOU NEED TO DRINK

- Drinking small amounts of plain water frequently is the best way to stay hydrated.
- SIP don't chug your water! A small hydration bag helps to make it easy to drink regularly.
- Aim for 1/2 cup of water every 15 minutes of physical work and increase if you sweat heavily.

PPE + WATER LOSS

- Summertime temperatures can cause very high sweat rates.
- Working muscle generates a lot of heat, even in the winter.
- PPE restricts heat loss, which makes you sweat even more.

SPORTS DRINKS

- Use a sport drink or add a small amount of salt (1/8 tsp) and sugar (1/4 cup) per liter:
 - If you are a heavy sweater.
 - When temperatures are high.
 - When you can't carry much water with you.
 - You see white streaks on a dark work shirt when it dries.

KEEPING YOUR HEAD IN THE GAME

POWER SNACKING

- Your engine can't run right if the fuel mix is wrong. Do the same for your body to keep your reactions sharp.
- Keeping your blood sugar stable can prevent the loss of focus and slowing of reaction time when you are tired or have been working for more than a couple hours.
- Every 2-3 hours stop for a small snack of carbs with low fat protein to fuel up your brain and reflexes.

CHOOSE CARBS AND LOW FAT PROTEIN

- Whole grain bread, bagel or wrap with chicken breast or low fat hummus, lettuce, sprouts and tomato slices.
- Fruit with low fat cottage cheese.
- Get a small thermos for soup or stew and bring leftovers.
- Veggie sticks of all kinds with low fat bean or cream cheese dip.
- Low fat baked goods like muffins or breads made with applesauce to replace half of the oil and only half the recommended sugar. Add a few nuts, extra egg whites or dried milk powder to increase the protein content.

STAY HYDRATED

- Remember to have a drink of water every 15 min or so.
- Use a frozen water bottle to keep your lunch from spoiling and provide you with cold water to drink.



Slips, trips and falls – an old theme that still hurts.

By Dr. Delia Roberts

It's a good bet that you've had the safety talk on slips, trips and falls before – several times. So why does this injury category continue to rank as one of the highest in forestry? And not just for small strains, a simple slip and a resulting fall can lead to very serious consequences when working around machines and out on the block.

Environmental Factors

When we try to break down the causes of an injury, we can look at both environment and individual factors. Environmental, or external factors, include some things that we can change (wearing good boots with ankle support and soles that are appropriate for the conditions, or keeping your worksite free of unused equipment and loose debris that can trip you up) and some things that we can't change (sleet and snow, steep slopes and uneven surfaces). There are a lot of good resources available from the BCFSC and other safety organizations to make you more aware of these environmental factors. If you need help identifying and dealing with these kinds of hazards, there are some useful links at the end of this article to help you get started.

Human Factors

Instead let's look at the factors that are related to your behavior, your physical capacity, and the decisions that you make. The first thing that is worth your attention is – your attention. Your brain is the central point of control, and governs everything that we think, see, or do – so making sure it's performing at its best is key to everything else. To do this:

1. Get Enough Rest

If you are sleep deprived your brain will not be able to process information as fast and your decisions will not be as clear and logical as they would be if you were well rested. You won't easily recognize the hazards that are in front of you or be able to adapt your plan to changing conditions, the



very things that contribute to the kinds of errors that cause slips, trips and falls.

No one can say exactly how much rest you need to function at your best, and life has a way of keeping us from getting to bed on time. But what you can do, is realize how much of an impact sleep loss has on your ability to perform well. At the very least, if you keep this in mind on the days when you are tired, you need to make it a priority to get enough rest, for yourself and your family. After all, they are the ones that suffer if you get hurt.

2. Eat Small Amounts Every Few Hours and Avoid Sugars

Your brain and reflexes rely on blood sugar for their primary fuel (so does your immune system). When you eat something sweet, blood sugar rises very quickly and you'll release the hormone insulin to move the excess sugar into storage. This causes a rebound low about two hours later. Research with fallers, equipment operators, truck drivers and tree planters has shown that when blood sugar fluctuates a lot, reflexes are slowed, information processing has more errors, and decision making is impaired. You won't see the risks clearly and you won't find your way to a decision to lower the risk. It doesn't take much imagination to understand how a reaction time that is half a second slower can make the difference between life or death on the block or highway.

Eating to stabilize your blood sugar is easy once you get the hang of it. You can eat small snacks of complex carbohydrates with some protein and a bit of fat every 3 hours or so. And stay away from sweets and juices/soft drinks unless you are engaged in hard physical work (tree planting, manual tree falling, hiking across the block). For more on how to eat to stabilize your blood sugar, see the links below.

3. Drink Enough Fluids

Dehydration can sneak up on you when your fluid intake is limited. It may be due to the fact that you have to carry your water in your pack, or you don't drink because you don't want to exit your machine to empty your bladder, or in hot temperatures you sweat heavily, or in cold dry air where a lot of fluid is lost due to breathing. Always carry a water bottle; cool plain water is ideal for replacing fluid losses.

You can easily make sure you are getting enough water by checking your body weight just before and just after work. Your clothing should be the same (not wet or muddy), with empty pockets and empty bladder. Any weight loss over the day is mostly water. Keeping in mind that 1 kg or 2.2 lbs. equals a litre of fluid, try monitoring your weight to get an idea of your fluid losses. The best way to keep the fluid in your body is to drink small amounts (about half a cup), regularly throughout the day. The amount of fluid you need is highly variable (anywhere from one – eight litres) so pay attention to a dry mouth and thirst.

4. Neutral Spine and Activated Core Posture

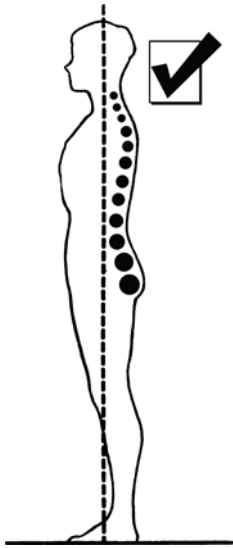
In neutral posture the forces created when you move or lift an object are transferred through your skeleton, and the contracting muscles support your joints. This is a powerful and balanced stance but unfortunately there are all kinds of signals that interfere with our ability to sense our posture and how our joints are aligned. Sitting, driving, working with your arms in front of your body, carrying a load and previous injuries, all disrupt this natural position.

Take the time to reset your posture regularly; stand tall to find a neutral spine with your pelvis underneath you and then

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practice activating your core muscles. Once you have the sequence down, it takes only seconds for your body to reset your reflexes and find a more balanced position as you move.

The more balanced your posture, the more likely you'll be able to keep your body over your feet while stepping over slash, walking on variable surfaces, and climbing in and out of machines. But if your starting position has your hips well in front of your shoulders, you are already half-way to a fall before you even start. For step-by-step instructions on how to find a neutral posture, see the links below.

5. Keep your Muscles and Joints Functioning

Muscles only stay strong if you use them. For those forestry jobs where you spend most of your time behind the wheel or in a machine and then hike across a block or throw a set of wrappers this creates a problem. If your day-to-day activity doesn't load the muscles that you need to do the physical parts of your job, you'll have to do the work somewhere else if you want to stay fit enough to be able to do your job safely and at a high level. There are lots of great exercise programs out there that can keep you strong and reduce your risk of injury. But make sure you choose one that you enjoy, one that fits into your daily schedule in a realistic manner, and get advice from a professional to choose exercises that best serve your needs.

Strong muscles will help you avoid slips, trips and falls by providing the extra power you need to lift your foot over an obstacle, step up fully onto your machine and take that extra step needed to carry your body where it needs to go. It will also help your health, from managing excess weight, to sleeping better, to decreased risk of diseases. Staying fit and strong does take some time and effort, but it's well worth it.

6. Prepare and Practice

Reflexes by nature are not something we think about. When you step on a slippery patch of ground, or catch your foot on a tree branch, there isn't time to decide which muscle needs to contract and which one needs to relax. Your body makes the adjustment automatically when a muscle suddenly lengthens or the pressure inside a joint suddenly builds. If the system is working, the right muscle contracts at the right time to pull you back to centre with your weight over your feet – but this only works well if the nerves have the fuel they need and your posture knows where that balanced upright position is. Just as with neutral posture, this is a sequence that needs to be practiced to stay sharp. Research with thousands of athletes in different sports shows that when a few balance and agility exercises are included in the warm up, the rate of knee, ankle and shoulder injuries goes way down. Stop the exercises and it goes back up.

Because you are teaching your reflexes how to restore your balance, it's critical that you do these exercises with good form.

- Always start with your spine in neutral, your pelvis underneath you and your core activated. Concentrate on activating your glutes as shown in the link below to the knee maintenance article.
- Walk or march in place a few steps to make sure that you can hold neutral/activation as your legs move. These steps alone will improve your balance and agility.
- Now take a big step forward into a lunge position – making sure to keep your posture, core and glutes activated – and return to centre. Repeat on the other side and then to each side.
- Gradually add some force (take two steps forward and then stop suddenly with all your weight on the forward foot), or

complexity to the movement (step up onto your machine), all the while concentrating on making sure that your posture and muscle activation are in top form.

Add a few of these practice movements into your pre-work routine and you'll find yourself focused and balanced throughout your day. You can fit them in anytime you have a few moments of wait-time and a safe place to stand. Do them with your family, it will help your kids at their sports activities, and reduce joint pain for adults.

In the end, it's still very important to stay vigilant for external factors that can cause slips, and trips, use your PPE and 3 Point Contact procedures – but tuning up your brain, reflexes, muscles and joints will improve your chances of avoiding a fall by a factor of ten. It's well worth the bit of effort it takes!

More on slips, trips and falls

www.bcforestsafesafe.org/files/Slips_Feb%202011.pdf

www.bcforestsafesafe.org/injury_prevention_slips_trips_and_falls

www.worksafeforlife.ca/Home/Injury-Prevention/Protecting-your-Body/Slips-Trips-Falls

www.workplacesafetynorth.ca/sites/default/files/uploads/Every-Worker-Fall-2011.pdf

What and when to eat to stabilize blood sugar

www.bcforestsafesafe.org/files/BCForestSafetyNewsLetter_2014October.pdf

http://bcforestsafesafe.org/files/ps_FallerFoodChart.pdf

www.bcforestsafesafe.org/files/ForestSafetyNewsletter_2017October.pdf

www.bcforestsafesafe.org/files/fsn_2018Oct_HealthandWellnessPg14-15.pdf

How to find and hold neutral posture

www.bcforestsafesafe.org/files/BCForestSafetyNewsLetter_2015February.pdf

Knee preparation

www.bcforestsafesafe.org/files/fsn_2018Dec_HealthandWellnessPg18-19.pdf



Your Take on Safety



By Ginette Dodd

Safety Coordinator, Office Manager and Co-Owner
Alex Dodd Contracting Ltd.

Since 2009, Ginette Dodd, has been dedicated to providing safety excellence for the employees of Alex Dodd Contracting Ltd. As co-owner, office manager and active safety coordinator for her company, Ginette finds creative ways to get safety resources into the hands of the drivers who work various shifts and hours.

As a retired registered nurse, Ginette has an extensive background in health and safety. She is a past member of the infection control committee and continues to hone her safety skills with on-going BC Forest Safety Council (BCFSC) training and SAFE Companies Small Employers Training.

We asked Ginette to share her ideas and safety tips to help provide some insight into how others companies can adopt some of the innovative ways she incorporates safety resources into her daily business practices to ensure all her drivers receive safety notifications.

Describe the best practises policies you have implemented for your safety updates:

I include our safety updates in our monthly safety meeting notes. Our drivers work all different hours and shift work making it difficult to gather everyone in one place all at one time so we email our safety meeting notes to all the drivers. Once they read the contents, they reply via email, text or in person to confirm that they have read them. We have a group meeting in person once or twice a year.

What resources do you access to keep your crew informed on safety procedures and updates?

I use the Forest Safety Newsletter. The information in the Transportation Section has great content for sharing with our drivers and I will add an article or two from there.

The BCFSC offers free posters, brochures, postcards and stickers. I have most of these in my office and I try to choose one safety issue that relates to the article in the magazine.

I also include any recent close calls or incidents in our safety meeting notes. I use safety alerts that I have found on the BCFSC website or use ones that are emailed to us from local mills.

I have recently found a link on the BCFSC website where we can make up our own safety alerts. I print these Alerts and post them in the shop as well as add them to the safety meeting notes that I email to our employees.

I also use WorkSafeBC website to find interesting safety information as well.

How do you use the safety resources you have on hand to promote safety in your workplace?

I put the stickers or brochures in our employees pay envelopes, add a label that I've made to the back of the envelopes to let them know there is important safety information enclosed in their paystub envelopes. I also hang the safety poster in the shop as well. The monthly stickers, labels, posters and brochures are all based on the same safety topic to reinforce the safety message.

How do you enhance the BCFSC safety resources and tailor them for your own use?

I use the images from the BCFSC website (posters or brochures). I use a snipping tool on my computer to copy and save the image to my desktop.

I can then add the images to my own Alex Dodd Contracting branded stickers which I print out using Avery easy peel address labels. I add my own wording to the label and put the stickers on our employees pay envelopes.

What kind of tips and tricks can you offer other companies to adopt to keep their safety procedures/updates interesting and fresh?

Go to different websites such as BCFSC, WorkSafeBC, Truck Logger's Association, Road Safety at Work for resources to gather safety information that would be beneficial to your drivers/employees. There are so many downloadable options for safety resources available on the internet that can help keep employees safe.

I suggest keeping things interesting by changing stickers, brochures and posters frequently so employees have something new and informative to read.

Describe what a typical safety update with your crew might look like?

We see most of our drivers throughout the day on Fridays or Saturdays and we take that opportunity to go over safety issues.

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Your Take on Safety

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Drivers bring their trucks to the shop to wash and grease and they make a list of all maintenance repairs that are required on their truck and trailers. Alex will have one-on-one conversations with drivers about any safety issues relating to their truck and I send out emails once a month to all drivers and text them at the same time to let them know to check their emails.

What are you most proud of when it comes to safety in your workplace?

We take pride in maintaining our fleet in top running condition. When your equipment is in good mechanically safe working

condition, the chances of accidents decreases. Our drivers are all loyal, very safety conscious and are open-minded with good attitudes towards our safety programs.

We are also very proud that our senior, more experienced drivers, are willing to mentor our newer drivers. They are happy to pass on their experience and knowledge to others which can be priceless.

We educate and remind drivers about general and local safety issues on a regular basis. We recently joined Interfor's Elite Truckers Program and have discussed all the expected safety issues with the drivers involved. Our drivers understand their responsibilities regarding safety, seat belt

use and PPE responsibilities. They are educated on how to use the dash cam and E-log, and understand overweight compliance.

The participating trucks involved with the Elite Trucker's Program are all equipped with dash cams and E-logs, and the logging trucks must also pass Mo Barry's mechanical inspections (First Choice, Truck Safety & Consulting) every quarter and pass with minimum score of 95%. This program aims to encourage safe driving behaviour and the safe operation and maintenance of equipment. We are proud to be participating in this program. 🌲



Fleet of trucks: Alex Dodd Contracting Ltd.
(photo courtesy of Theresa Braaten of Indigo Thyme Imagery)

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