

Dorian Dereshkevich Takes on the Role of BCFSC Manager of Transportation and Northern Safety

BCFSC is pleased to welcome Dorian Dereshkevich as Manager of Transportation and Northern Safety. Dorian has over 25 years experience in forest operations, safety performance and contractor/client relations. Prior to this new role, Dorian worked as the General Manager of Forestry Operations for Sasuchan Development Corporation and also worked for Canfor as Operations Superintendent, FP Innovations Coordinator, a Log Rate Analyst and Field Operations

Coordinator. He holds a Bachelor of Science in Forestry and is a Registered Professional Forester.

"We are very happy to have Dorian join BCFSC. His extensive experience in forest operations will be an asset in further improving transportation safety within the province." Dustin Meierhofer, BCFSC Transportation and Northern Safety Director".

Dorian will be based in the Prince George office working closely with industry partners on developing transportation safety initiatives and

focussing on forestry safety in BC.

"I'm excited to join the BCFSC team and look forward to working with industry partners to build upon the strategic priorities of the organization and continue to enhance new and existing programs in order reduce injuries within the forestry sector." Dorian Dereshkevich, Manager of Transportation and Northern Safety.

Please join us in welcoming Dorian to the BCFSC Team. 🇺🇸

TAG is Releasing a Mobile Equipment Extraction Video Using Extraction Scenarios that Could Help Save Lives

Steep slope harvesting is expanding in BC and given this, the risk of equipment roll-over, particularly feller bunchers, can be high and the consequences deadly. An effective Emergency Response Plan is critical to work site safety. These plans rely on solid communication strategies, having the right equipment on site and regularly practiced drills.

WorkSafeBC recently amended the OHS Regulation Part 16 - Mobile Equipment which sets out the legal requirements for mobile equipment in forestry operations. These amendments effect harvesting operations using a feller buncher, a timber harvester or a timber processor with a significant risk of rollover or tip over when operating on a sloped forest worksite other than a road or landing. The Regulation requires this equipment to have a powered cutting

tool attached to the inside of the cab capable of cutting through steel guard bars and polycarbonate windows in a timely manner to provide an emergency means of escape for the operator.

Working with a BC logging contractor, the Trucking and Harvesting Advisory Group (TAG) has developed an Emergency Response Plan - Extraction Drill Video to raise awareness of this safety issue and stress the importance of including extractions in Emergency Response Plans. The video will be available March 15th and features a logging crew conducting an emergency extraction drill. It demonstrates the process and tools used for a crew-initiated extraction as well as a self-extraction done by the operator inside an over-turned cab and discusses the insights learned by the owner, the crew and the operator during the exercise.

To view the video, visit the [BCFSC YouTube channel](#) on March 15th and learn more about how extraction drills could help keep your crews safe. 🇺🇸



Trucking and Harvesting Advisory Group (TAG) Releases Two New Safety Videos to Promote Safe Work Practices for Log Haulers

The Trucking and Harvesting Advisory Group (TAG) has been at the forefront of promoting safety and best practices in log hauling. Recently, TAG released two informative safety videos on the [BC Forest Safety Council's \(BCFSC\) YouTube channel](#). These videos were developed with the leadership and support of TAG and the Log Truck Technical Advisory Committee (LTTAC). They provide, and provide valuable insights into safe work procedures for load securement and lift strap inspections.

LOADER ASSIST PROCEDURE VIDEO

Back and shoulder injuries are common risks log haul drivers face when throwing wrappers. By using a log loader to place the wrappers, the risks of injuries are significantly reduced. However, it is important to assess and manage the risks the loader assist process presents. This video explains risk assessment criteria and demonstrates an effective loader assist safe work procedure.

MOLLY / LIFT STRAP SAFETY INSPECTION VIDEO

A failed lift strap can pose a significant risk to a driver and their equipment. If a lift strap fails while unloading or loading a trailer, it can lead to substantial risks of injury and damage to expensive equipment. Regular lift strap inspections can help reduce both risks. This video demonstrates a process for inspecting lift straps and identifies what the driver needs to watch for so they can have the lift strap replaced before it fails.

These videos are valuable resources for log haulers and were produced in partnership with Canfor, Gorman Group, Conifex, Interfor, Mosaic, Tolko, West Fraser, Weyerhaeuser, the Sinclair Group and BCFSC with special thanks to LTTAC and the LOTS Group. The ongoing collaborative efforts of these organizations shows their dedication to promoting a culture of safety and their commitment to reducing the risk of incidents and injuries. 🚚



Electronic Logging Devices (ELDs) will Make BC Roads Safer

The latest National Safety Code (NSC) Bulletin from the Ministry of Transportation and Infrastructure replaces the NSC Bulletin 01-2021 and provides updated information on the use of ELDs in British Columbia. Effective August 1, 2023, Division 37 of the Motor Vehicle Act Regulations (MVAR) will be repealed and replaced with an updated and restructured Division that implements a provincial ELD mandate that effectively mirrors the federal ELD mandate.

Overview

On June 12, 2021, updates to the federal Commercial Vehicle Drivers Hours of Service Regulations (CVDHOSR) came into force. These changes made it mandatory for commercial motor vehicle drivers who cross provincial/territorial borders to use ELDs to record their hours of service (HOS). By mutual agreement, all provinces and territories began enforcing this mandate on January 1, 2023.

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On February 9, 2023, the B.C. Government approved new orders that implement and support the enforcement of a provincial ELD mandate. These orders were approved and were deposited on February 13, 2023, with the following in force dates:

- In force on February 13, 2023:
 - Order #3: Use of Electronic Devices While Driving Regulation
- In force on August 1, 2023:
 - Order #1: Motor Vehicle Act Regulations (MVAR) to repeal and replace Division 37
 - Order #2: Violation Ticket Administration and Fines Regulation (VTAFR)
 - Order #4: Motor Vehicle Fees Regulation

As is the case under the federal ELD mandate, BC's new regulations will require all ELDs to be certified by an accredited certification body under CVDHOSR section 79.1 to be considered compliant with BC's regulations. A list of certified devices is maintained by Transport Canada.

Along with introducing a provincial ELD mandate, repealing and replacing MVAR division 37 allowed the opportunity to restructure and modernize the division, ensuring consistency with current drafting standards. The underlying hours of service requirements remain unchanged.

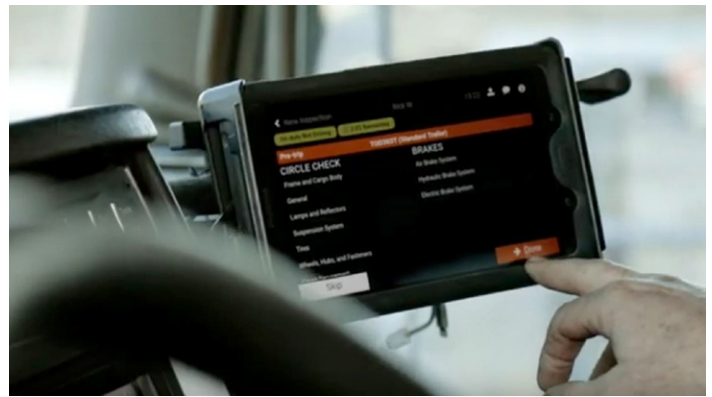
Intended ELD Exemptions

As part of the provincial ELD mandate, the CVSE Director has the authority to issue exemptions from the requirement to use an ELD if the Director "considers it desirable for the purposes of more effectively promoting and securing road safety".

While ELD exemptions will not be officially issued until August 1, 2023, when the new regulation comes into force, there is a list of the ELD exemptions that the CVSE Director is currently intending to issue. These intended ELD exemptions are subject to change. Read the [full National Safety Code Bulletin](#) for more information on these exemptions. Any changes prior to August 1, 2023 will be published as an update to the bulletin.

For vehicles that operate across provincial and territorial borders, the only applicable ELD exemptions are those defined in CVDHOSR section 77 (1) and 77 (3).

If there are other ELD exemptions that you believe should be considered, please submit a written request (NSC@gov.bc.ca Attn: NSC Manager) including detailed



information on the reasons for your request as well as how the exemption would help more effectively promote and secure road safety.

Unless the driver is exempt from HOS requirements or is eligible to use a local time record, an exemption from an ELD means the driver will be required to complete a record of duty status (known as a daily log under the current regulation) but may do so without requiring the use of an ELD.

Transitioning from paper daily logs to ELDs

Carriers who have to use ELDs under the provincial mandate are strongly encouraged to move forward with selecting, purchasing and installing ELDs to ensure they have adequate time to train drivers and dispatchers.

Compliance Circular 03-17 remains in effect and provides guidelines for continued use of paper daily logs/records of duty status (RODS) while a carrier is testing, or a driver is being trained on the use of an electronic method of recording HOS.

CVSE will be updating the Carrier Safety Guide and all other NSC materials to reflect the new regulations as well as the provincial and federal ELD mandates.

CVSE will also be working with industry partners, including the BC Trucking Association, to schedule information sessions on the provincial ELD mandate and the restructuring of MVAR Division 37. If you are interested in hosting one of these sessions, please submit a written request (NSC@gov.bc.ca Attn: NSC Manager).

If you have any additional questions about the use of ELDs in BC or the upcoming changes to MVAR Division 37, contact the NSC program office at NSC@gov.bc.ca or 250.952.0576.

Read the [full National Safety Code Bulletin](#) with links to additional resources and information from the BC Ministry of Transportation and Infrastructure. 🚚