



## Update on Professional Industry Driver Training Programs

Last fall, BC Forest Safety Council's Transportation Safety team continued its partnership with local colleges, students and hauling contractors to help develop committed and capable new drivers, ready to take on rewarding truck driving jobs in the forest industry. In fact, some are already hard at work in their new careers.

In September 2022, the College of New Caledonia announced plans to expand their initial Professional Industry Driver Training Program of 12 students in Vanderhoof to include 50 more seats at their Quesnel, Burns Lake, Mackenzie and Prince George campuses. Around the same time, Okanagan College in Vernon launched a similar program with eight students, making for a total of 70 professional driver training seats.

Each 24-week program, funded by the Government of Canada and BC's Project Based Labour Market Training initiative, provided students with Mandatory Entry-Level Training (MELT) necessary for a Class 1 licence plus essential skills, forestry-focused driver training and industry certificates (e.g., WHMIS, TDG). But the most compelling part of the program is the 160 hours of behind-the-wheel mentoring experience that students receive.

*"The mentoring portion has been the most valuable asset to the entire program. It's been excellent to get experience on a variety of trucks and trailers. I feel I have the confidence required to drive truck"* says Jason, who just completed his mentorship with Keis Trucking Ltd in Quesnel.

*"My mentor says I am ready to take on a job hauling logs. But I also know I have lots to learn, and I am looking forward to that. The mentorship is the*



*essential core of the whole program,"* says Steffen, who mentored with Northern Road Service hauling logs in Vanderhoof.

Cheryl, another Vanderhoof student, wrote, *"My mentorship is going very well with M4. Ian is a fantastic mentor, I'm so grateful for this opportunity!"* Cheryl has since completed her mentorship and started work with M4 Enterprises hauling wood fibre.

The Vanderhoof, Quesnel and Vernon programs are nearing completion. Students have completed all required training, including the MELT program, and passed their Class 1 driver's exam. Nearly all the students are busy doing their mentorship or have already completed it. Each one is looking forward to starting a job hauling logs, chips and other forestry products.

A VERY BIG thanks to the contractors and mentors in the Vanderhoof, Quesnel and Vernon areas who stepped up to the plate and gave these students valuable behind-the-wheel insights, guidance and experience.

The Burns Lake, Mackenzie and Prince George programs are underway. Students are busy completing the MELT program. By early June, they will have their Class 1 licences and be ready for mentorships. If you are a professional driver or a contractor who is interested in helping train the next generation of professional drivers for the forest industry, please call Dorian Dereshkevich at 250-562-3215. 📞

# BCFSC ORV Operator Training Course

Operation of Off-road Vehicles (ORVs) is statistically one of the highest risk activities forestry workers can face when completing field-related job duties. Incidents related to the use of these machines have potential for serious injuries and/or death. The increasing use of UTV's (side-by-sides) as well as technological advances of modern ORVs has improved safety but also introduced some new hazards that can place workers at risk. Forest industry subject matter experts identified the need to update and enhance available resources to address the increased risk exposure and current training.

BC Forest Safety Council (BCFSC), in collaboration with forest industry members and Overland Training Canada (OTC), has developed a comprehensive training program that focusses on high-risk activities associated with ORV operation. The program has been developed to provide progressive training for participants including:

- Relevant regulations associated with operating ORVs on crown land.
- General characteristics of most ORVs.
- Basic safety considerations.
- Recommended pre-trip controls.
- Operating skills.
- Terrain and load variations.
- Braking & emergency stops.
- Navigating rough and complex terrain.
- Proper loading / unloading and load securement techniques.
- Trailer towing techniques.
- Emergency repairs & machine recovery.



The new ORV Operator course follows the same format as the existing BCFSC Resource Road Driver Training program with one and two-day options available to fit the needs of the participants. The in-field courses are supported by a printed manual and an online knowledge unit. The one-day course will focus on comprehensive knowledge required to adequately prepare for safe operation of ORVs and is suitable for all skill levels. Lesson plans build upon baseline knowledge requirements to operate various machines and provide advancement in skill development as the course progresses. The two-day course focuses on higher risk activities associated with operating the machines and has a greater emphasis on time spent riding and demonstrating competency to the certified instructor.

The activities in each of the one or two day courses vary and can include activities such as loading / unloading and securing machines, hooking up and trailer towing techniques as well as repairs and recovery of machines are the primary focus depending on which course is taken.

Learn more about the course by checking out the BCFSC [course catalogue](#), or contact BC Forest Safety Council's Transportation Safety team at 250-562-3215 or via email at [transport.admin@bcforestsafe.org](mailto:transport.admin@bcforestsafe.org).

For details on upcoming ORV course dates and details on how to schedule training, contact OTC at 604-902-3331 or [info@overlandtrainingcanada.com](mailto:info@overlandtrainingcanada.com). 🚗

# Antilock Braking Systems

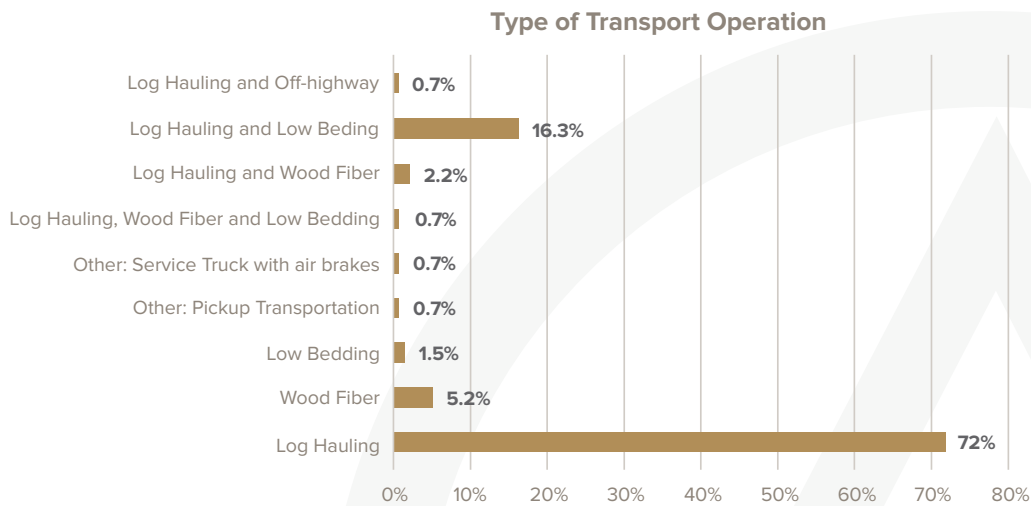
## – National Performance Data

The forest industry continues to focus heavily on safety performance and has taken some further steps toward their objective of improving both worker and public safety. An area of continued effort is Anti-lock Braking System (ABS) performance within log trucks.

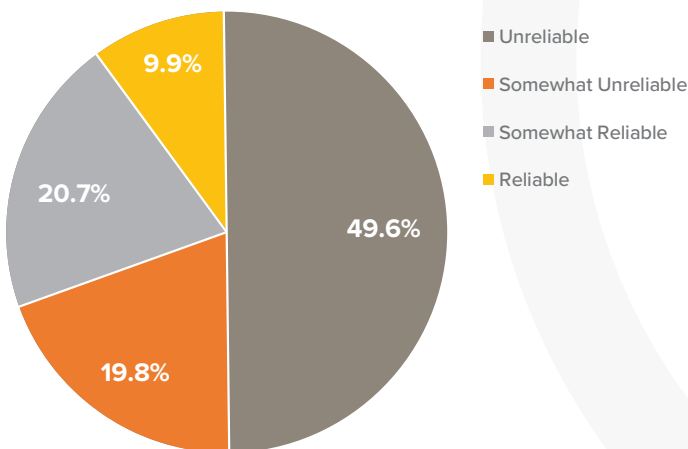
The benefits of Anti-lock Braking Systems (ABS) on heavy commercial vehicles have been well documented and assist in reducing stopping distances in low traction conditions while maintaining directional control. The intent of these systems is to provide a higher level of safety for both the operator and the public when compared to traditional braking systems. These systems perform adequately well on typical commercial highway transport vehicles, however, they do have performance issues off-highway with users reporting continuous and critical system failures. Most end users believe that malfunctioning ABS systems are more hazardous than non-ABS systems and action is required to improve system performance and functionality.

To better understand the issue from a national level, industry members conducted a survey of over 150 carriers operating commercial vehicles within Canada’s forest sector. The results of the survey were consistent with a provincial survey previously conducted on this issue; ABS is currently extremely unreliable and is a serious safety risk. The survey results will be used to further discussions with provincial and federal regulators as well as ABS manufacturers. 🚚

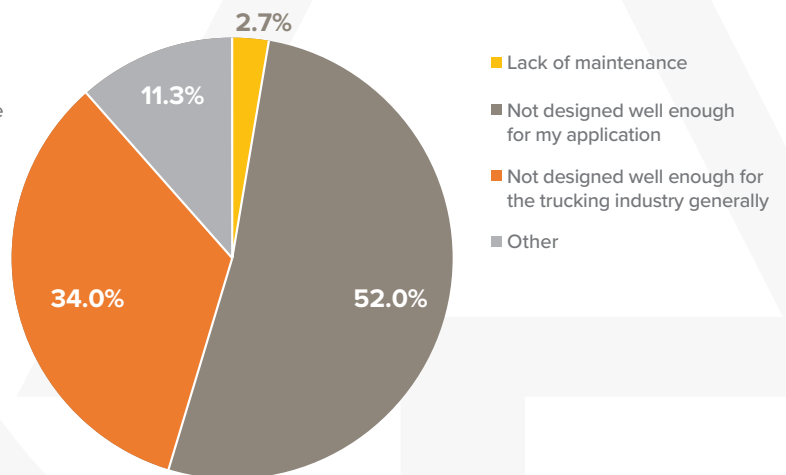
The following is an excerpt from the survey:



**How reliable is ABS on your truck and trailers?**



**What is the most common root cause of ABS issues?**



# Summer Safety on Resource Roads

With the arrival of summer, many people embark on road trips and use resource roads for various recreational activities. This increased activity means it is crucial to be cautious and prepared for potential hazards like inexperienced drivers, industrial traffic, wildlife encounters and poor road conditions.

Chris Walker from Overland Training Canada, BCFSC's training partner for Resource Road Driving Safety, recently spoke with CBC's Carolina de Ryk on Daybreak North about staying safe on resource roads. [Listen to what Chris had to share with CBC about safety concerns on resource roads](#) (starts at 1:27:00).

Driving on resource roads requires skills and knowledge unique from those needed for community roads or highway travel. Individuals unfamiliar with the specific challenges of resource roads may require extra caution and patience. Sharing the road responsibly, diligently following road safety procedures and being alert for unexpected situations can help ensure a safer journey for everyone.

The risk of wildlife-vehicle collisions is particularly high where human travel corridors intersect with animal travel routes and tend to peak in May, June, November, and December. Given the quick and unpredictable behavior of animals, drivers need to be attentive and ready to react appropriately to avoid collisions. There are strategies for preventing these incidents when drivers are better prepared to avoid or respond to a potential collision with wildlife.

- Watch for the road signs – these road signs are installed where there are high wildlife use areas.
- Reduce speed – reducing speed gives drivers the ability to steer away from objects on the roadway, reduces stopping distance, and decreases the force of an impact.



- Drive defensively – drivers and passengers should actively watch for wildlife on the road, movement, shining eyes, or flickering lights or unexpected movement from cars ahead of you.
- Use your vehicle – keep your vehicle maintained (windshield clean and crack free, and lights in good working order), wear your seatbelt, and use your high beams when safe to do so.

Washouts and landslides also occur in late spring and early summer due to heavy rains and freshet. They can cause sections of the road to become unstable or impassable which is why it is important to stay informed of weather forecasts, road advisories and any potential closures before setting out.

Resource roads can be riddled with road imperfections such as potholes, loose gravel or uneven surfaces which can make driving challenging, especially for inexperienced drivers. It is crucial to adjust speed, maintain a safe distance from other vehicles and drive cautiously to prevent accidents or damage to the vehicle. To better prepare yourself for resource roads, watch the BCFSC Resource Road Driving Safety video and learn about Radio Calling on Resource Roads.

If you drive to work, drive for work, or have employees who drive for work, take the time to review your safe driving policies, ensure your crews are well trained and use available resources to help you stay safe on the road this summer. Here are some valuable resources to assist with resource road driving safety.

## Driver Training

Video - [Resource Road Driver Training](#)

Courses:

- [Resource Road Driver Knowledge Unit](#) (online)
- [Resource Road Safety Training](#) (1 day)
- [Resource Road Driver Training](#) (2 day)

## Safety Resources and Videos:

[Work Here, Play Here, Stay Safe Here](#)

[Radio Use and Road Calling](#)

[Off Road Vehicles – BCFSC Resource Road Safety Guide](#)

[BC Government Resource Road Safety](#)

[Road Safety at Work](#) 🚚