



## MAG Companies Establishing System to Predict and Eliminate High Severity Events

By Lana Kurz, RPF, Safety & Environment Manager, Interfor, Western Operations and David Murray, CRSP, Corporate Safety, HR & Environment Manager, Gorman Group

The forest industry needs to get ahead of the next crisis in safety. We need to predict injuries and proactively respond. One way is to look at how workers are getting hurt and to assess and respond to all recordable injuries, including minor injuries.

But what about those **incidents** that had potential to be much more serious but where no one was actually hurt? Do we go far enough to identify and investigate these events - where a life-altering injury or fatality was thankfully dashed? Or do we spend our time and resources investigating incidents where the worst possible outcome was only the relatively minor injury that actually occurred?

For years, the forest industry has paid close attention to the Medical Incident Rate (MIR) as well as the recordable injuries that contribute to this statistic. However, some Manufacturing Advisory Group (MAG) companies are looking at different ways to prioritize safety resources, based on Significant Incident Failure Potential events, or SIFp events.

*“As an organization matures, they don’t shy away from safety events that are downright scary. Treating SIFp events like any other incident is a mistake. Instead, if you treat SIFp events as if they did result in a life altering injury or a fatality, you will discover a deeper level of preventative corrective actions will result.” - Andrew Horahan, Vice President, Western Operations, Interfor*

What is a SIFp event? It’s another metric intended to draw attention to significant events which may be overlooked or

excluded from the Medical Incident Rate (MIR) statistic. Identifying SIFp events is intended to red flag events which are categorically higher risk and deserve focus and attention through robust investigations on causal analysis and recommendations to prevent re-occurrence.

### The difference is focusing efforts on high-risk EVENTS rather than on medical INJURIES.

To determine if an event falls into the SIFp category, answer positively to either/both of these two questions:

1. Had circumstances been slightly different, is it reasonable to believe that the event could have resulted in a significant injury or fatality?
2. If the situation was repeated one hundred times, is it reasonable to conclude the outcome could eventually be a significant injury or fatality?

**If yes, then the event is an SIFp.**

**If yes, then the event is an SIFp.**

Here are some examples:

Event in MIR Category, but not in SIFp	Event in SIFp Category, but not in MIR
Scratched arm against a metal railing burr while walking by, requiring two stitches. (Medical Treatment injury)	Hoist equipment falling when strap broke, narrowly missing crushing the worker who was scratched on arm during the event.
Strained back while pulling a board, 5 days off work. (Lost Time injury)	Strained back due to falling off deck of tugboat into icy winter water. Worker returns to work after first aid visit.
Twisted ankle due to loss of 3-point contact when exiting machine, requiring one day off work. (Lost Time injury)	Forklift spilled three lumber packages across the main designated crosswalk.
Broken rib due to slip and fall on ice at same level. (Medical Treatment)	Sore rib due to fall from height of 18 feet when fall protection lanyard failed. Worker returns to work after first aid visit.

Welcome to the Spring 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@bcforestsafe.org](mailto:editor@bcforestsafe.org) or call 1-877-741-1060.

### What’s Inside:

- 1 - 4 Industry News
- 5 Work-Related Deaths & Injuries
- 6 - 7 SAFE Companies
- 8 - 10 Training
- 11 - 12 Transportation Safety
- 13 Falling
- 14 - 15 Health & Wellness
- 16 Kid’s Corner



Continued from page 1...

MAG companies are looking at “High Risk” areas of exposure and are putting potential SIFp exposures into categories to make identification, classification and tracking of SIF’s easier for their organizations.

*“MAG’s mandate is to drive the risk of serious injuries and fatalities out of our industry. I have seen firsthand the alignment with that mandate through Gorman Group shifting how it measures and manages critical safety risk by using the SIFp process. I see the industry adoption of this metric as a continuity of MAG moving towards our risk-based MAG-SAFE safety audit from prior administrative-focused audits.” - David Murray, Gorman Group Safety Manager / MAG Chair*

Here are some examples of SIFp categories being focused on:



### Combustible Dust

1. Explosion or fire
2. Excessive accumulations of wood dust



### Fire or Explosion

1. Hot work-related fire start or smolder
2. Fire or explosion requiring extinguishment, regardless of cause



### Lockout

1. Failure to identify and isolate all energy source(s)
2. Disconnect labeled incorrectly allowing potential for isolation of wrong equipment
3. A lockout procedural error is made, and employee(s) enter the bite or restricted area



### Lifting or Rigging

1. Crane tip-over, hoist failure
2. Use of damaged lifting/rigging equipment
3. Dropped load
4. Unsafe rigging



### Fall from Elevation

1. Actual falls with exposure to unprotected work surfaces or edge
2. Potential falls with exposure to unprotected work surfaces or edges
3. Exposure to a fall



### Water Activities

1. Fall into water
2. Marine or barge capsizes or evacuation event



### Mobile Equipment

1. Collision with infrastructure or other mobile equipment
2. Speeding, tip-over, rollover, mechanical failures
3. Operating in a prohibited area
4. Carrying logs/product/materials beyond safe capacity, incorrectly and/ unrestrained
5. Carrying material not intended for equipment



### Hazardous Materials

1. Hazardous chemical inhalation or contact with face/torso
2. Significant hazardous chemical spill or release
3. Exposed or engulfed by a hazardous product
4. Unintended injection of hazardous substance under the skin



### Pedestrian

People outside a protective structure and exposed to these hazards:

1. Mobile Equipment – struck by/against/between risk
2. Overhead Hazards – struck from above risk
3. Unstable Material – load spill, engulfing risk



### Electrical

1. Electrical shock
2. Arc flash or blast
3. Exposure to live electrical (unintended and/or open)
4. “Touching before testing” circuit



### Safeguarding

1. Exposure to unprotected hazards or point of operation nip/pinch/crush points
2. Unguarded belt head and tail pulley
3. Exposure to uncontrolled release of product from equipment
4. Projectile risk



### Confined Space

1. Entry without required permit
2. Condition requiring evacuation



### Other significant incident involving the following:

- |                        |                       |                     |
|------------------------|-----------------------|---------------------|
| 1. Weather Illness     | 2. Violence           | 3. Natural Disaster |
| 4. Wildlife            | 5. Aviation           | 6. Railcar          |
| 7. New or Young Worker | 8. Tools or Equipment |                     |

*“Focusing on SIF potential brings more awareness to those connected to safety to remove the “we were lucky” from an incident. It now becomes: if the circumstances had only been slightly different, we could have experienced a fatality. It focuses all efforts on eliminating those root causes.” - Nick Arkle, Gorman Group CEO*

These companies want to focus energy and resources on incidents that had potential to have much more dire consequences so that they can find ways to prevent a similar recurrence. Tracking SIFp events and determining incident trends aids in the development of resources to eliminate or reduce exposures to employees. They also want to share what they learn with others in industry. If one of these SIFp events has learnings that the rest of industry can benefit from, they can share it with BCFSC to distribute through the Manufacturing Safety Alert process. The Safety Alert includes a brief description of the incident, suggested actions and key takeaways. In this process, BCFSC reviews each incident and removes all identifying information to protect privacy.

*“Using the SIFp metric within West Fraser has helped us by focusing our resources and activities on events that could have had much more serious consequences” - Troy Withey, West Fraser Safety Manager*

If you would like to sign up for the weekly manufacturing safety alert distribution, please follow this link: [www.bcfestsafe.org/node/3409](http://www.bcfestsafe.org/node/3409)

# The Cary White Memorial Award for Commitment to Safety Excellence – Ron Judd

Leadership in Safety Awards are presented annually to celebrate safety achievements in the forest industry. Nominations are invited from anyone in industry, who knows someone – an individual, crew, contractor, company, supplier, consultant, etc. – who deserves to be recognized for their outstanding safety achievements. Someone who has made, or continues to make, a difference in supporting our shared goal to see every worker return home safely at the end of the day.

The Cary White Memorial Award for Commitment to Safety Excellence is awarded to an individual or company who demonstrates an unwavering commitment to improving awareness, expanding safety knowledge and developing safety skills on the ground in the forest sector. Above all else, this individual helps to build a lasting culture of safety for every worker in the industry.

It was created in honour of one of the BC Forest Safety Council's first Safety Advocates, Cary White, who passed away in 2008. With more than 30 years experience in the forest industry – including 23 years with WorkSafeBC (WCB), Cary was an individual often described as someone who had forestry and the safety of workers in his blood.

The selection criteria for the Cary White Memorial Award for Lifetime Achievement includes:

- A long-standing career in forestry safety
- Proven commitment to safety culture
- An established trainer/mentor/communicator

2019's recipient **Ron Judd** was nominated for this prestigious award by the Coast Harvesting Advisory Group (CHAG) for his contribution to improving safety for coastal logging and forestry operations. Ron has worked as an Occupational Safety Officer with **WorkSafeBC** for 29 years. CHAG members commended Ron on his willingness to work with employers to solve challenging safety issues.

Before Ron started work as a prevention officer with WorkSafeBC, he worked as a Logging Camp Manager on the Sunshine Coast. During that time, he was part of a group of collaborators who developed the *Fallsafe Program*, the precursor to the *Falling and Bucking Standard*. Ron knew and worked with Cary White, so receiving this award is especially meaningful. Ron met Cary when he did a safety audit on his logging operation and shortly after, Ron decided to join WorkSafeBC as a prevention officer.

Ron was unable to receive his award at the Vancouver Island Safety Conference



Shown L-R: Rob Moonen - CEO BCFSC, Ron Judd – WorkSafeBC, Mike Ross - WorkSafeBC

last October, so we caught up with him to present this prestigious award on December 19, 2019 in Victoria, BC

"I am honored to receive this award. I have always strived to communicate with workers, supervisors and owners in a respectful manner. With my officers, I tell them they have not been successful until employers and workers phone to ask questions without the fear of being judged. I hope that will be my legacy to them." 🙏

## Workers Compensation Act - A new version comes into effect April 6, 2020

The new version of the Worker's Compensation Act does not fundamentally change the content of the existing Act, but it does re-organize the components, changes some wording and removes parts that have been repealed or are out-of-date. One area to note is the Occupational Health and Safety provisions previously in Part 3, will now be in Part 2 of the new 2019 version. This

change includes the sections on General Duties of Employers, Workers and Others, and on Joint Committees and Worker Representatives.

To find a summary outlining these changes, visit the WorkSafeBC website and download the *Link changes for OHS Provisions of the Workers Compensation Act 2019* document.

[www.worksafebc.com/en/resources/health-safety/ohsr-searchable/link-changes-ohs-provisions-workers-compensation-act-2019?lang=en](http://www.worksafebc.com/en/resources/health-safety/ohsr-searchable/link-changes-ohs-provisions-workers-compensation-act-2019?lang=en)

If you rely on web links to access the Worker's Compensation Act, you will have to update these links or they will not work after April 6, 2020.

BCFSC will be updating our training materials and other publications to reflect these changes over the next few months. 🙏



# Key takeaways from WPAC’s bow tie analysis workshop

The Wood Pellet Association of Canada (WPAC), in co-operation with WorkSafeBC and media partner Canadian Biomass, held the Process Safety Workshop on Bow Tie Analysis at the Prince George, BC, Civic Centre on Nov. 13, 2019. Fifty participants, including pellet plant operators, maintenance personnel and representatives from insurance companies, universities, fire detection equipment suppliers, BCFSC and WorkSafeBC attended the event. The workshop was facilitated by WorkSafeBC’s Jenny Coleman, ergonomist/human factors specialist, Mike Tasker, occupational safety officer, Geoff Thomson, occupational hygiene officer and Jennifer Fung, senior engineer.

Bow tie analysis is a method of predicting all the potential causes of catastrophic incidents and putting in place critical controls to prevent such catastrophes from occurring. The bow tie visualizes the relationship between an undesirable event, its causes, accidental scenarios, and the prevention and mitigation measures to limit their consequences. It also demonstrates the effectiveness of existing controls. A critical element of a successful bow tie analysis is to assemble a diverse team with varying expertise.

The workshop started with an introduction to bow tie analysis, followed by hands-on experience for all participants. They worked in small groups (under the direction of WorkSafeBC facilitators) to develop bow ties for some of the largest potential catastrophes that could occur in any pellet plants:

- Combustible dust explosions at the size reduction hammer mill equipment/pelletizing equipment
- Combustible dust explosions in conveyance (any after the dryer)
- Fire within a belt dryer
- Combustible gas explosion in a dryer or in the system downstream of the dryer/ID Fan failure

As seen in the figure below, in the centre of the bow tie is ‘hazard,’ which is an operational activity or materials that have the potential to cause harm. The hazard could lead to the ‘top event.’ The top event is the moment when control over the hazard is lost, releasing harmful potential. On the right side of the bow tie are ‘consequences’ that are direct outcomes of an accident sequence that results in harm. ‘Threats’ are also listed on the left side. They are initiating events that can potentially release a hazard and produce the top event. ‘Controls’ are listed in between the threat and hazard, as seen in the figure below.

Though they are extremely important, critical controls can fail. Consequently, continuous inspection, maintenance and training are very important. One way for getting the right level of detail for controls is to make sure they follow the ‘detect, decide and act’ guideline.

*“We’ve done a lot of work at Lavington Pellet to improve our safety performance and I’m proud of this. This bow tie analysis helped me see where we need to be to take safety to the next level” said Eric Jarvis, Operations Team Lead for Lavington Pellet.*



Jenny Coleman (left) and Geoff Thomson facilitate one of the groups developing bow ties for some of the largest potential catastrophes.



Jennifer Fung (left) and Mike Tasker facilitate the other group developing bow ties for some of the largest potential catastrophes.



To see examples of the bow tie analysis and to download the full WorkSafeBC presentation, visit: [www.bcforestsafesafe.org/node/3433](http://www.bcforestsafesafe.org/node/3433)



## In 2019, there were five direct work-related deaths in the BC forestry industry

### November 14, 2019

A 19 year-old worker was fatally injured when he was crushed by a piece of heavy equipment while working on a logging block near Creston, BC. See alert [www.bcforestsafe.org/node/3414](http://www.bcforestsafe.org/node/3414)

### July 15, 2019

A worker was driving to work in the employer's vehicle. The vehicle left the highway and the worker was fatally injured. See alert [www.bcforestsafe.org/node/3375](http://www.bcforestsafe.org/node/3375)

### April 28, 2019

A faller was conducting forest road right-of-way falling when he was struck by a tree felled by an adjacent faller. See alert [www.bcforestsafe.org/node/3334](http://www.bcforestsafe.org/node/3334)

### April 18, 2019

A faller was struck by a tree that fell unexpectedly due to its root system being compromised by active hand falling activities. The faller succumbed to his injuries. See alert [www.bcforestsafe.org/node/3320](http://www.bcforestsafe.org/node/3320)

### February 11, 2019

A worker at a forestry operation was underneath a pickup truck conducting maintenance activities. The worker was discovered pinned underneath the front driver's side tire. See alert [www.bcforestsafe.org/node/3280](http://www.bcforestsafe.org/node/3280)

The BC Forest Safety Council extends our condolences to the family, friends and colleagues 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 prevent similar incidents in your workplace.

### HARVESTING

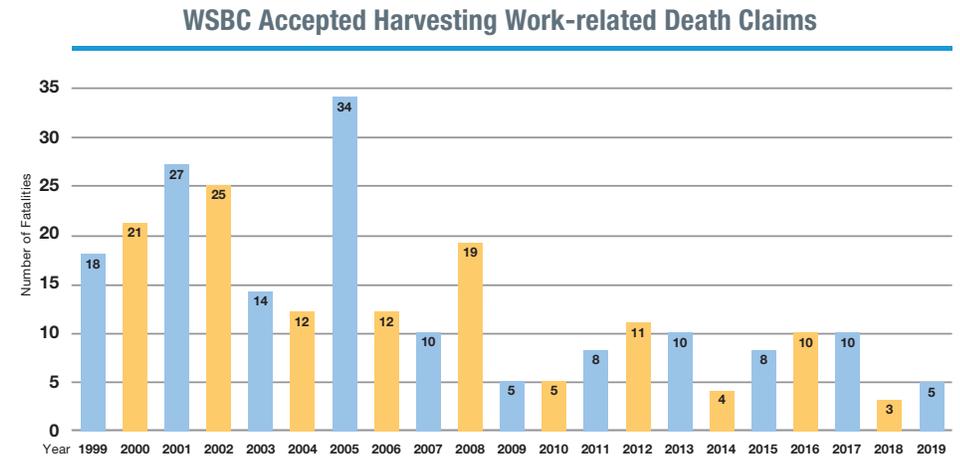
**Injury:** Lacerated leg (1 worker)

**Core Activity:** Log hauling / Integrated forest management

**Location:** Lower Mainland, B.C.

**Date of Incident:** 2019-Nov

A loaded log transporter and a service truck met at slow speed in a tight corner on a forest service



This information represents the number of work-related deaths by year in BC, up until December, 2019

road. The service truck moved to the uphill side of the road and the log transporter attempted to manoeuvre at slow speed past the service truck on the downhill side of the road. The shoulder on the downhill side of the road failed and the log transporter trailer rolled over the bank, pulling the tractor with it. The load of logs spilled, and the tractor and trailer rolled several times before coming to rest against several large fir trees about 50 feet down the bank. The operator was able to self-extricate and walk up the bank to the road. The operator was transported in the service truck to a location where they were met by an ambulance, which transported the operator to hospital.

**Injury:** Multiple fractures

**Core Activity:** Manual tree falling and bucking

**Location:** Northern B.C.

**Date of Incident:** 2019-Nov

A worker was conducting manual tree falling activities. While walking the escape route, the worker fell and was injured. The worker was transported by air to meet an ambulance, which then transported the worker to hospital.

**Injury:** Multiple fractures

**Core Activity:** Cable or hi-lead logging

**Location:** Interior B.C.

**Date of Incident:** 2019-Nov

After setting chokers, a worker was struck by a log that was knocked loose by the yarder carriage. The worker received first aid on site and was transported to hospital by helicopter.

**Injury:** Fractured leg

**Core Activity:** Manual tree falling and bucking / Integrated forest management

**Location:** Interior B.C.

**Date of Incident:** 2019-Oct

A certified faller attempted to fall two limb-tied trees. One of the trees did not fall in the intended direction and struck one of the faller's legs.

**Injury:** Concussion, injuries to lower body

**Core Activity:** Manual tree falling and bucking

**Location:** Vancouver Island/Coastal B.C.

### Date of Incident: 2019-Oct

A faller was falling and bucking in a cedar salvage forestry operation. The faller was falling a sapling to overcome a falling difficulty, when he was struck by another tree. The faller was transported to hospital by helicopter.

**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 metres wide by 30 metres long) started and carried the excavator downslope about 30 metres. 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.

### MANUFACTURING

**Injury:** Close call

**Core Activity:** Pressed wood product manufacture

**Location:** Northern B.C.

**Date of Incident:** 2019-Nov

A fire and explosion occurred in a wood pellet cooler vessel at a wood pellet fuel manufacturing plant. The fire was quickly managed by the employer's staff but there was substantial damage to the cooler vessel, building structure, and surrounding equipment. There were no injuries.

**Injury:** Close call

**Core Activity:** Sawmill

**Location:** Lower Mainland

**Date of Incident:** 2019-Oct

A small fire broke out in the basement of a sawmill, below the log infeed deck. Crews quickly controlled the fire. The local fire department extinguished remaining hot spots. The incident was captured on video and the cause is under investigation. 🚒



## Highest number ever of SAFE certified companies

By Cherie Whelan  
Director, SAFE Companies

The BC Forest Safety Council (BCFSC) has reached a new milestone with the number of companies SAFE certified. 3,029 companies were SAFE certified as of December 31, 2019. Every year at year-end, the total number drops slightly with companies who haven't submitted their annual audit package and then rebounds later in the year; but the 2019 number is the highest number to date.

Over the last couple of years, BCFSC has made a number of administrative improvements to make it easier to obtain and maintain SAFE Companies Certification. These improvements will ensure that the program continues to be accessible and flexible to support the diverse needs of the industry. In addition, SAFE Companies training is now available online 24/7, with the exception of Individual Owner Operator which should be available in the second quarter of 2020. This means that anyone who wants to get SAFE Certified will be able to do their training anytime, anywhere with an internet connection.

Our "behind the scenes" administration team has been working hard to improve

how we accept, process and review the SAFE Companies audits. "Shaving off seconds in the process, turns into significant time savings when you are looking at tasks that need to be done over 3,000 times", says Cherie Whelan, Director SAFE Companies. "Just like the companies that we give SAFE Companies Certificates to, we are always looking at opportunities for continuous improvement. When we are able to free up time in these processes, it gives us time to do more value-added work".

This year, there was a focus on notifying SAFE Companies about their audit due date. "With competing business priorities and current industry conditions, we understand an audit date can be overlooked. We endeavoured to provide timely notices to companies to prevent a lapse in their certification and in some cases were able to provide an extension" says Laurel Laturus, SAFE Companies Administrative Team Lead.

On top of the regular processing of SAFE Companies audits, the SAFE team has also been working hard to develop a



SAFE Companies online audit submission form. They are working with the vendor on the final configuration to ensure that it is intuitive, easy to complete and streamlines some of the current processes with the audit submission and review processes. "One benefit will be data to help guide us in planning which areas require deeper evaluation in verification audits. Knowing the challenges of the average IOO submission will allow us better target areas that help actual on the ground safety activities" says Martin Ridgway, SAFE Companies Quality Assurance Supervisor. SAFE Companies will always be able to submit their audits in paper, but online submission forms will provide more efficiency for the many of you who have been asking for this capability. More to come on that in the next Forest Safety News! 🌲



## Getting Back to Work Safely

By Mike Sexton Supervisor, SAFE Companies Field Services

Break up, weather, market conditions, labour disputes. There are many reasons why your company can be off for multiple weeks. Getting back to work in a smooth and safe manner is essential for your business and your workers and good preparation is key. Start-up can be an upset condition, so any little stress that can be eliminated before you start is a good thing. The following are some ideas to help you get back to work efficiently and safely:

- Do your best to make sure that all equipment and gear is ready to go.
- Check all trucks and machines to ensure they are in good operating order, are fueled and start easily.
- Check portable radios and ensure they are charged and working.
- Check that saws are in working order and good to go.
- Do your best to give as much notice to your crews as possible. If people have been using the time off to catch up on their rest, they may not be in tip-top physical condition. Even a couple of days of extra notice can help crew members get themselves physically and mentally ready for back to work.



# Acknowledgments to SAFE Company External Auditors

We would like to acknowledge several external auditors who retired this year or have notified us they are no longer available to perform audits for the BCFSC. For decades, these auditors have been instrumental in their support of the forest industry and we would like to take this opportunity to formally thank them for their service:

- Gary Veitch
- Kevin Bonnett
- Robert Volkman
- Scott Overland

The BCFSC would like to extend our deepest condolences to Ronald Tramer's family, friends and clients following Ron's passing in December 2019.

Due to additional external auditors taking full-time industry positions and are now auditing only part time, SAFE Companies is offering training to new external auditors in March 2020. Please visit our website for training dates. 🌱



## 79% Electronic SAFE Audit Submission

In 2019, 79% of all SAFE Companies audits were received electronically. This included the upload tool, emails and the occasional thumb drive or disc. The remaining 21% were received via mail, courier and some hand delivered packages. 100% of BASE audits and 100% of SAFE Conversion audits were electronic again in 2019. The planned start-up of the online submission tool later in 2020 will give people even more options for electronic submissions. 🌱



**Orientation** – You may not need to do a complete orientation again, but it's a really good idea if workers have been away for six weeks or more. New and/or young workers should be re-oriented regardless after that much time. A new online course that may assist in new young worker orientation to forestry can be accessed here: [www.bcforestsafesafe.org/node/2904](http://www.bcforestsafesafe.org/node/2904)

**Safe Work Procedure (SWP)** – A SWP review is always a good thing. The BCFSC has a number of SWPs available online: [www.bcforestsafesafe.org/node/2650#swp](http://www.bcforestsafesafe.org/node/2650#swp). Reminders and positive reinforcement of safe work requirements and expectations helps focus everyone after a break in normal routine.

**Pre-work / Initial Safety Meeting** – It's very important to review pre-work and safety procedures with all workers prior to starting back. Even the most experienced workers can forget some of the trickier parts of a worksite if they've been away for a while. Always share, discuss and practice the Emergency Response Plans (ERP) and ERP back-up. See resources: [www.bcforestsafesafe.org/node/2585](http://www.bcforestsafesafe.org/node/2585)

**Supervision** – It's important all of the time but absolutely crucial at start-up time. Closely watch all workers until you are sure they are working well. Watch for fatigue or less than stellar physical condition.



The BCFSC has a number of resources for getting your crews fit for work at: [www.bcforestsafesafe.org/node/3013](http://www.bcforestsafesafe.org/node/3013). Watch for new / young workers that may have forgotten what they need to do. Make sure the company procedures are being followed. Remember, you're not going to make up the lost production in the first day or even the first week. Slow and steady wins the race. Every time! 🌱



## Entry Level Forest Worker Training



Despite industry curtailments, a need remains for new forest workers in some areas of the province. BC Forest Safety (BCFSC) is working with selected post-secondary institutes to deliver fully funded Entry Level Forest Worker Training pilots. Part of the project includes developing learning materials that will be used during the pilots but also used by industry for on-the-job training. The work includes an evaluation component to confirm the program is successful and meets industry's needs. This 12-week program is focused

on producing workers that employers will want to hire and has a strong connection to industry. Forestry companies and contractors are involved at every step of the training:

- confirming that there is a need for training in their area
- selecting candidates
- providing field-site opportunities and
- being guest speakers.

The training includes a basic understanding of general forestry occupational skills, legislation and regulation, and hazard identification and control. It includes an introduction to forestry work activities such as yarding and mechanized harvesting, road building, heavy equipment mechanical systems, stand tending, light truck and basic chainsaw operation. It also includes industry recognized tickets like First Aid Level 1 with Transportation, S-100 and WHMIS.

The program aligns with the on-the-job competency training and worker assessment checklists developed by BCFSC allowing future employers to see what has been covered in their worker's training and what still needs to be taught on the job. Entry Level Forest Worker Training has already been delivered in Revelstoke (Okanagan College). Sessions are planned in Grand Forks (Selkirk College), Vanderhoof (College of New Caledonia) and Terrace (Coast Mountain College). Vancouver Island University and North Island College have similar programs and are also included in the project. If you would like to be involved and help support these programs, or if you know any potential students for this funded program, contact the Colleges for more information. If you have any questions about the program content, please contact Allison Thompson, Manager Training & Standards toll-free at **1-877-741-1060** or by email at [Thompson@bcforestsafe.org](mailto:Thompson@bcforestsafe.org).

## Basic Vehicle Recovery: Getting Unstuck on Resource Roads

By Christopher Walker, Owner and Lead Instructor, Overlanding BC Professional Training

The very nature of the terrain that is travelled on for forestry work invariably leads to a potential risk of becoming stuck. This usually comes about by a variety of factors such as driver error combined with workplace pressures, terrain, road conditions, vehicle type, tires and geography. These incidents are not uncommon and a need to conduct a recovery process in a manner that allows you to walk away safely and with no equipment or vehicle damage is key. There is no reason for anyone or anything to get damaged if processes are followed correctly.

This article addresses basic vehicle recovery, some associated risks, correct equipment, the correct mind set and the correct technique to safely conduct a recovery.

So, let's say that a light truck has slid off the soft edge of a resource road into a ditch in wet and muddy conditions. The vehicle is safely stopped, upright, undamaged and all occupants are safe and well.

### What can be done?

Firstly, let's introduce an acronym that will help lead you through the overall process of a recovery:

### STOPA

**Stop** – take a breath, slow down.

**Think** – evaluate what has happened.

**Observe** – notice the surrounding terrain, weather, location, equipment, situation, individuals.

**Plan** – make a safe plan that is methodical and doesn't jeopardise people, equipment or vehicles.

**Act** – take methodical action of the plan. If it does not work, follow the **STOPA** process again and adjust accordingly.

In most recovery situations, a large percentage of people jump into action very quickly grabbing equipment, trying to drive a



vehicle out on its own accord and so on. This will usually worsen the situation by damaging the vehicle, equipment or possibly causing injury.

What is needed is a workflow that allows for the highest degree of success. By following the simple acronym of **STOPA**, you can adopt a safer, more methodical approach.

The following information and knowledge is key in conducting an effective recovery:

1. Ensure that the scene is safe.
    - Warn other users of the situation.
    - Consider the location and current weather conditions.
    - Place traffic spotters up and down the road to warn of a recovery, and communicate the location on the posted Resource Road radio channel.
    - Call for assistance if needed via supervisor – a specialist recovery vehicle / service, recovery technician or a larger machine / vehicle within the operation.
  2. Most often, the vehicle will be recovered via the path it took to its stuck location.
  3. Reducing rolling resistance.
    - Use a shovel to dig out around the tires, underneath the vehicle frame or anywhere that the vehicle is hung up or has the possibility to be hung up.
    - Do this preparation for the entirety of the recovery path if possible.
  4. Use equipment appropriate for the intended purpose, correctly marked and correctly rated.
  5. Set up your recovery equipment and double check that it is correctly assembled.
  6. Make sure everyone understands the plan.
  7. Designate a recovery leader.
  8. Everyone must stop everything they are doing if directed to, as everyone is responsible for safety.
2. Two screw-pin bow shackles (Crosby type) with 4.75 ton Working Load Limit (WLL).
  3. A receiver hitch shackle mount.
  4. A pair of good work gloves.
  5. A pointed work shovel.

## How to conduct the recovery

1. Run through the **STOPA** protocol.
2. Ensure the scene is safe, assemble spotters and make a call on the local Resource Road radio channel.
3. Assemble the correct equipment. The strap should be rated to about three times the GVW of the stuck vehicle. Any stronger and we do not gain any mechanical advantage from the nylon strap stretching and storing energy that releases to help recover the vehicle like an elastic band. Any weaker and the strap may exceed its MBS during the recovery.
4. Reduce rolling resistance by digging around the vehicle's tires and frame as necessary, creating ramps of material if possible, for the vehicle to roll out on.
5. Attach the straps to both vehicles using the screw-pin bow shackles, factory installed recovery points and / or the receiver shackle hitch. (Screw the shackle pins hand tight, minus a quarter turn so that you can undo them in the end.) Never tie a strap to a vehicle, you will never get it undone again and you significantly reduce the MBS of the strap. It is very important that the vehicle effecting the recovery has the strap attached to the rear of the vehicle. Towing backwards in the recovery vehicle puts excessive strain on the transmission and will likely cause damage.
6. Ideally, line up both vehicles in a straight line – this will reduce the chance of vector pulling the vehicles and potentially damaging them. The straighter the better, but ideally less than 10-15 degrees. There should be a neatly laid out portion of strap in an S shape on the ground, using approximately one metre of the strap. This allows the strap to “snatch” when becoming taught, storing energy like an elastic band before releasing it as it contracts and helps apply force to the vehicle being recovered.
7. Ensure that your recovery path is clear.
8. Agree on communication signals between the two drivers and the recovery leader.
9. Ensure all other bystanders are at least two times the length of the recovery strap away from the vehicles, as both the strap and the vehicles lurching forward unexpectedly can present a danger.
10. The recovery vehicle should accelerate slowly to a maximum of about 10 km/h on the first try but no more than about 15 km/h on the third try (if needed). Build tension in the strap and provide a sustained pull. Once the slack is taken up, the stuck vehicle likewise applies acceleration in low gear to assist the pulling car. Neither vehicle should spin their tires.
11. Steady momentum is most effective, never resort to jerking, or attempting a long “run and jerk” approach.
12. Maintain tension throughout the pull, do not allow slack to develop in the strap at any point if at all possible.
13. Re-adjust the recovery vehicle as necessary to maintain a straight pull, dig more if required to reduce rolling resistance.
14. After three attempts to recover the vehicle, call for further assistance if the recovery is not successful.
15. Do not remove straps until both vehicles are fully stopped and secured.
16. Clean and dry out a recovery strap after use as dirt and moisture weaken the strap.

## Never:

- Attach straps to a ball hitch
- Stand between the vehicle being recovered and the recovery vehicle
- Snatch on the strap at any more than approximately 10 km/h
- Tie your strap to your vehicle
- Use a strap with hooks on the ends.

Conducting a safe recovery is a simple process yet can be extremely dangerous if taken for granted and not carefully considered.

An extra few minutes is well worth the effort to avoid injury to people and/or damage to equipment or vehicles. 🚧

## What equipment should each vehicle carry to conduct a simple recovery?

1. A 20 foot nylon recovery strap, with a Minimum Breaking Strength (MBS) rated to approximately three times your vehicle's Gross Vehicle Weight (GVW). The strap should have looped ends, not hooks. Ensure it's in good condition with no cuts or excessive abrasion.

## Fit to Work – A New Nutrition and Fitness Webpage

Created by Dr. Delia Roberts and based on over 30 years of research, the tools and information on this new webpage help forestry workers better understand how to improve their nutrition, hydration and fitness. Making these types of improvements increases work performance, safety and quality of life.

All these forestry specific resources are now in one place and include:

- Fit to Plant – For Tree Planters and Silviculture Workers
- Power Driving – For Truck Drivers and Equipment Operators
- Fit to Log – For Manual Tree Fallers and Field Workers

Here are some of the benefits:

- Improved alertness and faster reaction times
- Increased energy levels
- Reduced muscle and joint pain; restore lost function from previous injuries
- Improved work performance; do a better job and make fewer mistakes
- Improved overall health; lower blood pressure and sugars, improve sleep quality, enhance immune system, reduce depression and anxiety

Here's what you will find on the webpage:

- Top 10 booklets – quick, easy to read tips with the main points to follow
- Posters – visual reminders that are great motivation for you and your team
- Manuals - detailed information on nutrition, recipes, exercises and stretches

Some specific benefits of following these types of programs include:

- Improved alertness and faster reaction times
- Increased energy levels
- Reduced muscle and joint pain; restore lost function from previous injuries
- Improved work performance; do a better job and make fewer mistakes
- Improved overall health; lower blood pressure and sugars, improve sleep quality, enhance immune system, reduce depression and anxiety

Use this information for yourself and share with your co-workers, employees and family.

Visit [www.bcforestsafe.org/node/3013](http://www.bcforestsafe.org/node/3013) to learn more. 

## Sharing Incident and Hazard Information Improves Safety in BC and Internationally

BC Forest Safety (BCFSC) has been collecting alerts from forest companies since 2006. These alerts are posted on the BCFSC website and provide details on incidents, close calls and hazards that, when shared with others, can provide information to help prevent similar situations. There are currently over 1,600 alerts available on the website, representing a wealth of safety knowledge that can be used during safety meetings, crew talks or one-on-one check-ins.

Safety alerts submitted by BC forest companies provide timely information, raise awareness and educate industry so we can all learn from each other's experiences and efforts. Submitting a safety/hazard alert is a positive source of collaborative information that might save someone else from the same situation in future. These safety alerts are viewed by local and international forest companies and relevant alerts from New Zealand and the US are often posted on our site.

Help build the culture of safety by sharing your alerts with forestry operations everywhere.

### Submit an Industry Safety Alert using our templates

To help you create a Safety Alert, the BCFSC provides a harvesting template and a manufacturing template that can be downloaded and completed.

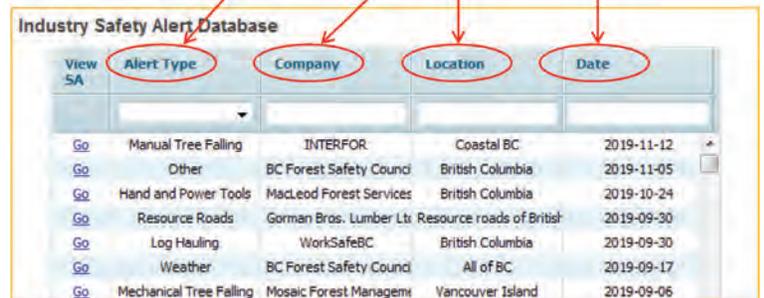
### Looking for a previously posted alert?

Here are a few tips for searching the BCFSC's Industry Safety Alert Database:

#### Tips for Searching for Alerts

**By Alert Type:**  
This column is scrollable. If you know the type of incident you're looking for, try starting here.

**By Company, Location and Date:**  
Enter words in any combination of columns to narrow your search results. Use key search words or dates to further refine your search. For example: typing "Logging" in the Company field will search for all companies with "Logging" in their name. Typing "2019" in the Date field will display all posted alerts from 2019.



View SA	Alert Type	Company	Location	Date
Go	Manual Tree Falling	INTERFOR	Coastal BC	2019-11-12
Go	Other	BC Forest Safety Council	British Columbia	2019-11-05
Go	Hand and Power Tools	MacLeod Forest Services	British Columbia	2019-10-24
Go	Resource Roads	Gorman Bros. Lumber Ltr	Resource roads of British	2019-09-30
Go	Log Hauling	WorkSafeBC	British Columbia	2019-09-30
Go	Weather	BC Forest Safety Council	All of BC	2019-09-17
Go	Mechanical Tree Falling	Mosaic Forest Managemt	Vancouver Island	2019-09-06

## BCFSC Offers Specially Requested and Free Training Options to suit your needs

Safety-focused training for individuals and companies is a big part of what we do at the BC Forest Safety Council (BCFSC). We offer different methods to get the training you need and want through scheduled sessions in hub communities, requested training in your community, online learning and webinars.

We recognize that it's not always feasible to send employees out of town to attend training. We also acknowledge the challenges facing industry and forestry workers these days and the importance of keeping costs in check.

### REQUESTED TRAINING

Did you know we offer our regularly scheduled classroom courses by request? We can work with your company or organization to bring our training to your location on a cost recovery basis. You'll

avoid the hassle and expense of sending employees out of town, and you'll be able to plan the training to meet your timing needs. Contact our training department if you'd like to learn more and receive a no obligation quote.

Toll-free: **1-877-741-1060** or by email: [training@bcforestsafe.org](mailto:training@bcforestsafe.org)

### FREE TRAINING

Take advantage of savings while increasing your safety knowledge base with these no-cost training course options:

- Forestry Safety Overview
- Serious Incident & Fatality Investigation
- Prime Contractor Webinar
- Fit to Work Webinar – Nutrition and Fitness

Visit our training web page for details on available (including free) courses, workshops and webinars: [www.bcforestsafe.org](http://www.bcforestsafe.org) 



## Truckers Emergency Response – Working Alone Procedures

### Why an ERP for log truck drivers?

In the winter of 2017, a truck operated by a driver of a commercial vehicle in the forestry sector, left the road and rolled over on its side where it laid undetected for two days.

Police and search & rescue teams conducted ground and aerial searches but were unable to locate him. He was found two days later. Search & rescue worked intensely to free him.

Tragically, the 45 year-old professional truck driver with 25 years' experience succumbed to his injuries after an eleven-hour rescue following two days trapped upside down in the cab of his semi.

### Emergency Response Plan (ERP) plan, for log truck drivers

Many of those responsible for the safety of log haulers including; drivers, contractors and licensees assume that there is a 'check-in' for drivers that is inherent in the system. Common perception is that a driver 'checks-in' with the loader person and again at the mill when unloading. In most cases, this is informal, and if the driver does not show up at the loading site, or at the mill, assumptions are often made that the driver may have chosen to not take their next load, or missed a trip for some other reason. These assumptions can result in a tragedy similar to what occurred in the incident described.

### But our trucks have telematics

The truck involved also had telematics but the GPS was damaged in the incident. Even with the use of telematics, a formal system must be in place for check-in.

If you have not yet established a routine check-in procedure (recommended for every two hours), the *Truckers Emergency Response – Working Alone Procedures* tool can be used to assist in meeting check-in requirements that will help to ensure safe log hauling operations.

Complete your ERP form for each location, including commute to camp locations, and provide a copy with mapping, when possible, to your check-in person(s). This will give you the confidence to know, that if ever there comes a time that you cannot summon help for yourself, there is a check-in person with all the information necessary that will ensure help is dispatched if you miss a check-in and you are found.

Link to the Truckers Emergency Response – Working Alone Procedures here: [http://bcforestsafesafe.org/files/erp\\_TruckersWorkingAlone.pdf](http://bcforestsafesafe.org/files/erp_TruckersWorkingAlone.pdf) 📄



## Improving Safety in the Floatplane Industry

By Dustin Meierhofer, Director, Transportation and Northern Safety

The North Star Practices is a safety program created by the Floatplane Operators Association (FOA) with support from the Northern Air Transport Association (NATA) and BC Forest Safety Council (BCFSC).



To facilitate this endeavor, the Air Carriers Safety Working Group (ACSWG) was established in consultation with the FOA, BCFSC and the Coast Harvesting Advisory Group (CHAG). Given some of the challenges associated with floatplane travel, it was felt that the highest operational standards were needed to achieve the greatest level of safety for crew and passengers. After all the most important goal is getting people home safely.

In order to address this goal, the ACSWG, in consultation with floatplane operators and forest industry members, developed the North Star Practices (NSP). The NSP is a set of operating standards and procedures with an auditing system that provides a level of assurance to clients, regulators and the public that an operator has not only met Transport Canada regulations, but operates above those regulations to a higher standard. It also provides guidance to clients and passengers, so that they may understand what their part is in creating a safe environment for floatplane operations.

For an operator, this program provides an opportunity to show to all their customers and potential customers that their operation has put safeguards in place that incorporate many lines of defense. For the operators and pilots, the NSP provides guidance on safe practices and assists them in making decisions that support and maintain the highest level of safety performance.

From a business perspective, the NSP is intended to improve business performance through enhancing safety in an efficient and effective manner. By assessing and fostering a culture of safety and increasing safety throughout the industry, operators can be at the forefront of creating the safest and most efficient air carrier services in Canada.

Piloting of the NSP was complete in the summer of 2019 and will be available to all interested parties by early 2020.

Key participants for the initiative include; Vince Crooks/Wilderness Seaplanes, Eric Scott/Harbour Air Seaplanes, Jim Hartwell/FOA, Gary Bauer/Interfor/CHAG, Nick Hawes/Lakes District Air Services, Bruce McDonald/Inland Air and Bob Bates/SeaAir Seaplanes.

For further information please contact  
Jim Hartwell: [jimhartwell@hotmail.com](mailto:jimhartwell@hotmail.com) or  
Dustin Meierhofer: [dmeierhofer@bcforestsafesafe.org](mailto:dmeierhofer@bcforestsafesafe.org) 📞

# Professional Log Truck Driver Program – Okanagan College

A total of 15 students are participating in the Professional Log Truck Driver Program with Okanagan College. The curriculum includes theory from the forest industry developed program as well as Class 1 Driver Training and essential skills training. The program is being funded through an agreement between Okanagan College and The Ministry of Social Development and Poverty Reduction.

Pictured beside, students from the Salmon Arm cohort visited a harvesting site owned by Canoe Lumber (Gorman Bros.). Support from licensees, contractor associations, contractors and mentor drivers continue to be integral to the success of the program. The two groups of students are expected to complete the six-week mentor portion of the program by early to mid-April pending weather and safety considerations.

Information about the resources are available to industry through the Professional Log Truck Driver Program on the BC Forest Safety Council website [www.bcforestsafe.org/node/3331](http://www.bcforestsafe.org/node/3331) or by contacting the Transportation Department at 1-877-741-1060. 🚚



Photo: From left to right - Ted Dillman (instructor), Natasha Southoff, Shawn Ringrose, Paul Carpenter, Lee Gauthier, Aaron Baynes, Tyler Baker, Ian Murphy



## Seeing Machines Project 2 – Technology Evaluation

By Trish Kohorst, Manager, Transportation and Northern Safety

As part of FPInnovations' and BC Forest Safety Council's ongoing evaluation of fatigue management technology, Seeing Machines' Guardian Gen 2, an eye-tracking-based driver assistance system that monitors driver fatigue and distraction, was evaluated in Interior BC log-hauling operations, specifically with Tolko operations. Eight drivers from six log hauling fleets participated.

### KEY POINTS

The key points from this study are as follows:

- The technology was found to be useful in identifying and alerting the driver during a fatigue or distraction event.
- Reduction in duration of “eyes off the road” due to drowsiness or distractions can be achieved with the use of this technology.
- The progression of the events (from yawning to drowsiness) that were observed in this study indicated that if real-time alerts were sent to the dispatcher, it could mitigate the risk if the driver does not take action.

- There were fewer distraction alerts in this study than in the previous study, which may be attributed to several variables such as: shorter study period, on duty hours, operating conditions, improvement in technology/system, etc.
- Some restricted behaviors were observed in this study, such as cell phone use while driving.
- For the drivers and fleet managers that replied to the survey, the following are some of their key points:
  - Drivers rated the technology favorably and all of them would recommend this technology.
  - 50% of drivers reported their driving habits changed as result of this technology.
  - 75% of the fleet managers were in favor of implementing this technology in their fleet.
  - Technical issues may have been a result of the software upgrade mid-project or system support, which includes software and hardware.
  - Three fleets (including drivers) requested access to the road-facing-camera recorded video footage to assist with incident investigations.

### NEXT STEPS

The suggested next steps are as follows:

- Improve antenna and camera orientation and over-the-air (OTA) firmware upgrades to alleviate technical issues.
- Continue working with Seeing Machines to reduce false positives.
- Collaborate with Seeing Machines to improve system reliability, enhanced support and further system tweaking.
- Continue discussions with industry, fleet owners and drivers to determine parameters for alert settings.
- Continue to develop strategies that reduce the risk of fatigue and distraction-related incidents. This type of technology is a component of a program but is not the complete solution in managing fatigue and distraction. Some of the recommendations from Australia's fatigue management guidelines for developing and implementing a fatigue management policy in forestry (Dawson & Bowe, 2019) and from the North America Fatigue Management Program's guidelines (Thiffault, 2011) could potentially be utilized to develop best practices for fatigue management.
- Due to the short study period, it is recommended to study the effectiveness of Seeing Machines.

The full report is available on the BC Forest Safety Council website at [www.bcforestsafe.org/node/3192](http://www.bcforestsafe.org/node/3192) 🚚



## The History of *The Swanson Undercut*

One of the commonly used undercuts in hand falling today was created by two local BC fallers over five decades ago. George Swanson and his brother-in-law Harold Gienger, now retired fallers with over 30 years of experience, started their careers in 1957 working for their uncle in Spuzzum, BC.

We spoke to George about The Swanson Cut and he explained how it came to be. As George and Harold's falling careers progressed, they were falling in various cut blocks in Nitnat in the late 60's and on King Island in 1979/80's. They realized when they were up-slope falling in ravines that some of the wood they were felling was being wasted as the trees were breaking during the fall. They soon started to experiment with various cuts to try and find a method that would minimize the breakage and conserve the timber.

They developed a special cut, later coined the Swanson Cut, with the purpose of causing the base of the tree to slide off the stump and slow the top of the tree down during the tree's fall; therefore, minimizing breakage and conserving the fiber. Once George and Harold perfected the cut, they taught the fallers at King Island the method and it soon became common practice amongst fallers throughout BC. It is now a common method used in the BC Faller Training Standard.



The Swanson Undercut



George Swanson

We asked George how he came up with this method. He explained "We just looked at the problem and experimented with different cut techniques to try and make it easier and more efficient to try and save the wood."

Our BCFSC Falling Safety Advisors, Scott Rushton and David Adshead, said the Swanson cut is considered best practice today for upslope falling and said the cut acts to de-energize the tree. They agree the cut is a safe practice and that it helps to conserve the timber.

The Swanson Undercut is described as a Humbolt Undercut with a portion of the front face of the stump removed

that causes the butt to strike ground first. It removes the whipping action and holds the wood on steep slopes. To learn more about The Swanson Cut – watch the BC Faller Training Standard Video on Undercuts from WorkSafeBC.

[www.youtube.com/watch?v=X1hHzJYUUSc](https://www.youtube.com/watch?v=X1hHzJYUUSc)



## Healthy Worker Series Coming Soon

By Dr. Delia Roberts

Starting in 2020, BCFSC will be launching a series of resources to help encourage workers to maximize their health and longevity at work and at home. The series was inspired by questions from the Coast Harvest Advisory Group and BCFSC's Program Committee about the effects of aging on the forestry workforce and it soon became apparent that this information is important for all ages of workers, as well as their families. Developing good habits to maintain your health right at the start of your career will make a big difference in the long run. But even if you are well past your 30's, looking after your body will improve every aspect of your life at work and at home.

### Prevention and early detection are key

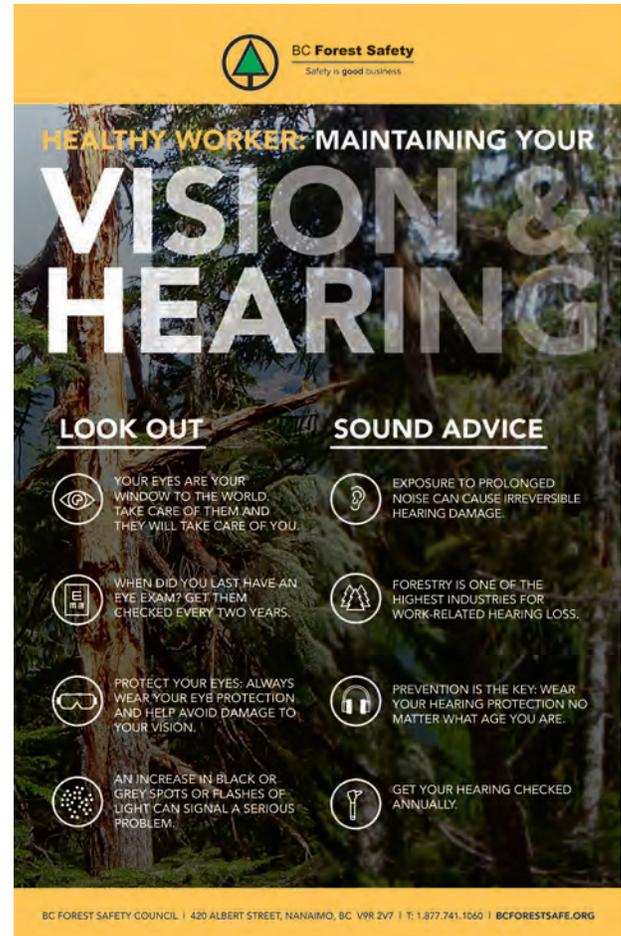
As a society we tend to focus on fixing what is broken. Certainly, the health care system is geared towards treating disease, with far less effort spent on prevention. As a forestry worker, you know that poorly maintained machinery results in costly repairs that far exceed the upfront investment in a regular maintenance program. It's easy to fall into the mindset of "it-won't-happen-to me", and when funds and time are short, we often find ourselves cutting corners. But sooner or later, this kind of approach results in a failure where the cost to your business and even your life can be catastrophic. A preventative approach is also critical to your health and the health of those that you love. The choices that we make set the stage for the behavior of those around us, and ignoring health throughout your lifespan is a sure way to develop disease. This new *Healthy Worker Series* will provide you with quality information in plain language and a practical format so that you can use these materials to choose and maintain a healthy life.

### Top ten topics

The following ten key areas were selected through a lens of improving workers' health. For each of these topics, a one-to-two page background piece will be provided with information on various health factors, a crew-talk sheet with suggestions for practical demonstrations and a poster to reinforce the importance of maintaining your health:



Vision and Hearing Crew Talk Sheet



Vision and Hearing Poster

1. Vision and Hearing
2. Balance and Agility
3. Musculoskeletal Injuries
4. Strength, endurance and coordination
5. Diet and Nutrition
6. Sleep and Fatigue
7. Blood Pressure and Cardiovascular Health
8. Diabetes
9. Cancer
10. Bone density

The first topic relating to Hearing and Vision has been completed and is available on our website.

[www.bcforestsafes.org/node/3435](http://www.bcforestsafes.org/node/3435)

Stay tuned for more on the upcoming Healthy Worker Series with topics on Balance and Agility and Musculoskeletal Injuries which will be available March 15, 2020. If you have any requests or experiences that you think are important to share, contact Dr. Delia Roberts at [FitSafe@gmail.com](mailto:FitSafe@gmail.com).

# Stroke – A Life Changer

By Dak Giles (Stroke Survivor)

*In support of increasing awareness related to health and wellness, we are sharing the following personal account from Dak Giles. Dak is one of BCFSC's external auditors who recently suffered a stroke and wanted to share his personal story to raise awareness of recognizing the signs and symptoms of a stroke and the road to recovery.*

There I was – sitting with my four grandkids and their grandma at the movie theatre watching Toy Story 4. As it inevitably happens, one of the grandkids had to go the bathroom, so I volunteered to escort him. As I got up from my seat, I happened to scratch my right ear and noticed that my ear felt “numb”. I thought “that’s weird” but I left it at that.

My grandson finished his business, so he and I walked back to our seats and sat back down to watch the movie. After sitting for a few minutes, I noticed that my right butt cheek felt like it was “asleep”. I chalked that experience up to uncomfortable movie seats and continued to watch the movie.

After the movie, I drove the kids home and then drove to my house. I went to bed and got up the next morning. It only took a moment to realize something was not right – the entire right side of my body was numb from head to toe! I contacted my son who drove me to Emergency. I told the caregiver my experience and said that I thought I had a stroke... as it turns out - I did!

I was told at the hospital that it was too late to intervene with IV tPA treatment. Generally there is a 4.5 hour window after stroke symptoms have started that IV tPA treatment can possibly reverse some of the effects of a stroke.

The important take-away is to know the signs /symptoms of a stroke and to get medical attention if you suspect that you are having a stroke. Common stroke signs/ symptoms are:

- Sudden weakness or numbness in the face, arm or leg on one side of the body.
- One side of face drooping.
- Abrupt loss of vision, strength, coordination, sensation, speech or the ability to understand speech. These symptoms may become worse over time.

- Sudden dimness of vision, especially in one eye.
- Sudden loss of balance, possibly accompanied by vomiting, nausea, fever, hiccups or trouble with swallowing.
- Sudden and severe headache with no other cause followed rapidly by loss of consciousness – indications of a stroke due to bleeding.
- Brief loss of consciousness.
- Unexplained dizziness or sudden falls.

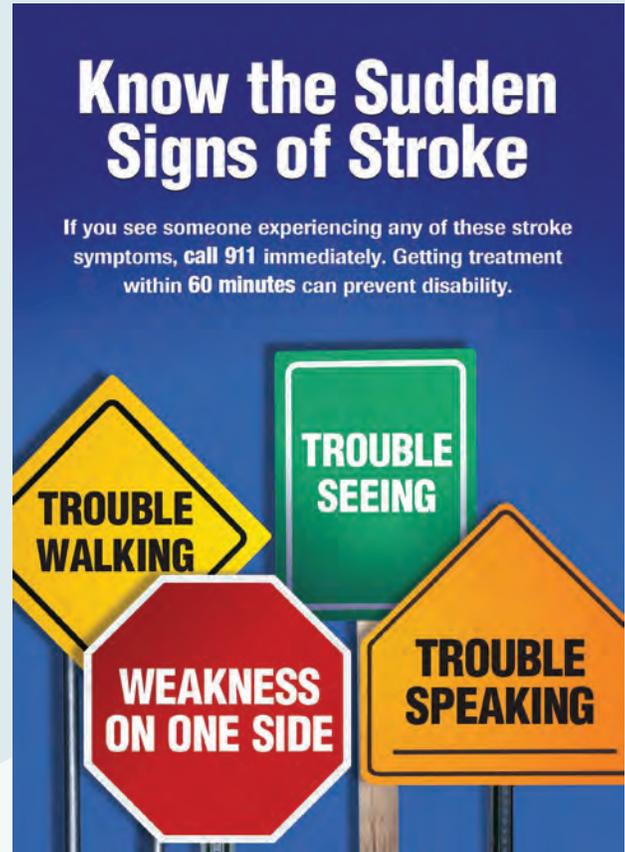
Five months after the stroke, recovery seems slow. Most of the right side of my body is still numb but right arm/ hand motor skills are slowly improving. Handwriting and keyboarding with my right hand is still poor. I still can't play guitar – too “choppy” – bummer.

The biggest, potentially debilitating, complication post-stroke that I constantly think about is depression. Depression is a common experience for stroke survivors. It's often caused by biochemical changes in the brain. When the brain is injured, the survivor may not be able to feel positive emotions. Depression can also be a normal psychological reaction to the physical losses from a stroke.

Social support during the recovery stage is crucial. Depression goes hand-in-hand with lower levels of support. Look to your family, friends, a stroke support group or a combination of resources for help. Without support from my family and friends, major depression surely would have become a reality.

Recovery from a stroke will be quicker if you:

- Follow through with all prescribed physiotherapy.
- Take all medications at doses and intervals prescribed.



- Talk to your family and friends about your feelings – they care about you.
- Maintain a diet that focuses on:
  - Eating more:
    - Fruits
    - Vegetables
    - Whole-grain foods
    - Low-fat dairy foods
    - Fish, poultry, and nuts
  - Eating less:
    - Foods that are high in saturated fat, trans fats, cholesterol
    - Sodium, sweets, sugary drinks, and red meats

Stroke is a life changer – reduce the risk of having a stroke by learning more about strokes and by following proven stroke reduction regimes.

For more information on strokes and the recovery process, please visit: [www.heartandstroke.ca/stroke/signs-of-stroke](http://www.heartandstroke.ca/stroke/signs-of-stroke)



## The BCFSC Kid's Corner and Colouring Contest is Back!

Hey kids! Want to win this cool STIHL toy battery-powered chainsaw? It has an 18cm plastic bar with a realistic moving rubber chain with a recoil pull that makes a realistic chain saw sound effect!

To win, simply colour the logging truck below or submit your very own drawing showing safe work activities in forestry. Have your mom or dad, grandma or grandpa or guardian email us a photo of your artwork with your first name and age and we'll put your name into a draw to win this awesome STIHL toy chainsaw!

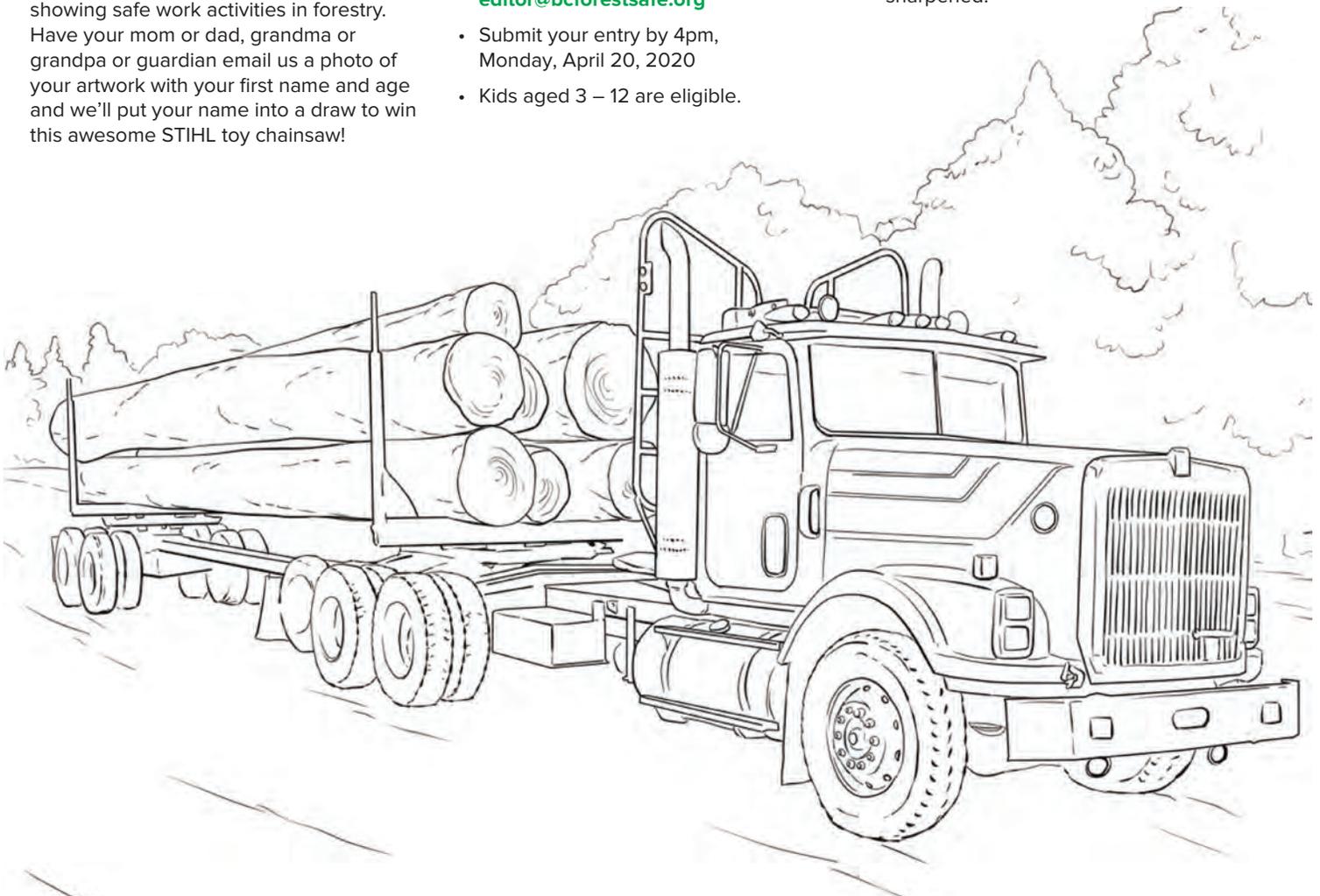


- All entries will be put into a draw to win the STIHL Toy Chainsaw. The winner will be contacted via their parent's email address. Contest draw will be made Tuesday, April 21, 2020 at 9am.

### How to Enter:

- Colour the Logging Truck or make your very own drawing
- Have an adult take a picture of your artwork and email it with your name, age and your mom/dad's email address to [editor@bcforestsafe.org](mailto:editor@bcforestsafe.org)
- Submit your entry by 4pm, Monday, April 20, 2020
- Kids aged 3 – 12 are eligible.

The first winner will be showcased in the June edition of Forest Safety News with a picture of your drawing. We have four STIHL toy chainsaws you can win throughout 2020, so keep those crayons sharpened!



## ABOUT Forest Safety News

Forest Safety News is published 4 times per year, in March, June, September and December.

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

For a digital subscription to Forest Safety News, please visit our website at [www.bcfsc.org/newsroom/newsletters.html#Forest\\_Safety\\_News](http://www.bcfsc.org/newsroom/newsletters.html#Forest_Safety_News) and register your email address or you can email [editor@bcforestsafe.org](mailto:editor@bcforestsafe.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:

**The Editor**  
**Forest Safety News**  
420 Albert Street  
Nanaimo BC V9R 2V7

Call 1-877-741-1060 or  
email [editor@bcforestsafe.org](mailto:editor@bcforestsafe.org)



**BC Forest Safety**

Safety is good business

[www.bcfsc.org](http://www.bcfsc.org)



100%  
carbon  
neutral

by Hemlock Printers  
[www.hemlock.com/zero](http://www.hemlock.com/zero)





## Stay Safe; Stay Well

By Rob Moonen, BCFSC CEO

In the December 2019 issue of FSN, I wrote an article titled “Using the past to predict the future...”. One of the points conveyed in the article was that it was safe to conclude that applying science to predict the future of the perfect storm facing our industry was leaving many of us to ask the question of “what’s next?”.

At the time, none of us could have predicted the answer to “what’s next?” was going to be a global pandemic that would change every aspect of our lives.

In possibly one of the first times in the last century, the pandemic has resulted in a global effort to prioritize and protect the well-being of the general public at all costs. Countries have been put into lock-down, schools closed, industries shuttered, millions working remotely from home and emergency funds released. No economic cost has been too large to reduce the transmission of the virus.

For many of us, the pandemic and resulting isolation have forced us to look at ourselves and the world differently – some for the good and some for the bad.

While the long-lasting effects of the pandemic will be felt for years to come, the coordinated, collaborative response where governments, businesses and individual citizens work together and cooperate to effectively control the greatest public health crisis in the past hundred years provides some positive insights.

As an industry, we have worked hard to improve our safety record. These efforts have required similar efforts where government, businesses and individual workers work together and cooperate to ensure the safety of forestry workers. While we have made positive strides in reducing the number of injuries and work-related deaths, there are some important key takeaways for all of us.

While it’s too early to predict when this pandemic will end and when we will see operations resume, let’s take the opportunity to learn from this life-altering event and remember that when we work collectively and collaboratively, our goal to ensure every forestry worker returns home safely at the end of every workday becomes one step closer to becoming reality. 🙏

Welcome to the Summer edition of Forest Safety News, covering news about safety topics in forestry. This is YOUR safety newsletter. We look forward to your input and feedback! Email the editor at [editor@bcforestsafesafe.org](mailto:editor@bcforestsafesafe.org) or call 1-877-741-1060.

### What’s Inside:

- 1 - 5 **Industry News**
- 6 **Work-Related Deaths & Injuries**
- 7 - 9 **SAFE Companies**
- 10 - 14 **Training**
- 14 - 16 **Transportation Safety**
- 17 **Falling**
- 18 - 19 **Health & Wellness**
- 20 **Kid’s Corner**

## Manufacturing Advisory Group (MAG) Comes Together During COVID-19

As soon as COVID-19 was declared a pandemic by the World Health Organization in early March, the Manufacturing Advisory Group (MAG) started to work together and share resources to support each other in slowing the transmission of COVID-19.

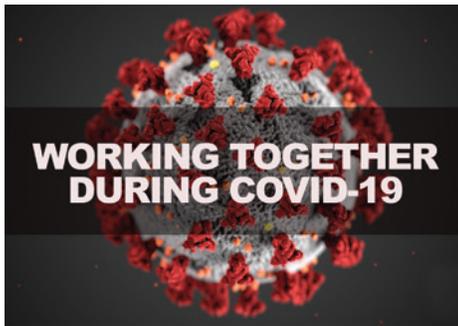
In support, the BC Forest Safety Council created a dedicated COVID-19 webpage for MAG members to share and access these resources. Individually, MAG companies dedicated a lot of time, energy and resources into developing safe work practices for their worksites and workers. When the BCFSC asked if they could use the shared material to build a resource webpage to share with the rest of the forest industry, they were met with total support and a resounding “yes”.

“How quickly our MAG members and BCFSC staff responded to COVID-19 has made me think back to the tragic

*Continued on page 2...*



Continued from page 1...



2012 mill explosions. Back then, MAG was a more casual group and only loosely tied to BCFSC resources. Each MAG operation scrambled to figure out how to address the issue within their own organization. There was no time or structure to share the burden amongst peer-to-peer safety professionals. Solving the combustible dust problem evolved into a community-shared process since each of us had a stake in tackling the issue. Industry, operations, unions, HSAs, regulators and government forged trusting relationships while learning how to address combustible dust risk together.

When the COVID-19 pandemic hit, MAG members already had a solid collaborative structure in place and effectively used the BCFSC as the means to share the necessary resources amongst stakeholders. Collectively,

we have been better prepared with information to face this dynamically changing issue rather than keeping to our silos and each ‘reinventing wheels.’” says David Murray, Corporate Safety, HR & Environment Manager, Gorman Group and MAG Committee Chair “

A dedicated BCFSC team worked diligently behind the scenes and around the clock to expand these resources and make them available to the rest of industry as soon as possible, all while addressing their own challenges learning to work effectively and efficiently as a team while working remotely. Rob Moonen (BCFSC CEO) led the team which included Michele Fry (Communications Director), Cherie Whelan (SAFE Companies Director), Bill Laturus (Senior Safety Advisor, Manufacturing), David Murchie (IT Support), Teresa Hansen (IT Support) and Tammy Carruthers (Administration Support) to review and compile the industry-shared resources and post on a dedicated webpage for 24/7 industry and public access. The group researched and used safe practices from the BC Centre for Disease Control, Canadian Health, World Health Organization, WorkSafeBC, other industry stakeholders and other health & safety associations to further enhance the resources provided by the MAG Group.

“Developing a collaborative portal where forestry companies have access

to shared information has been critical to the success of our response measures during these unprecedented times. The BCFSC continues to support and promote collaboration and information sharing amongst safety representatives of MAG to identify best practices for the various phases of this pandemic.” says Kristen Gammel, Vice President & General Manager Corporate Services, Conifex Timber Inc.

BCFSC COVID-19 Webpage:  
[www.bcforestsafe.org/node/3460](http://www.bcforestsafe.org/node/3460)

Posted resources on the dedicated BCFSC COVID-19 webpage are checked daily to ensure all links and information are current. Content is updated as required with current directives from the BC Public Health Officer.

“COVID-19 has created so many unknowns, uncertainties and added anxiety for everyone around the world. One certainty I have realized from this unprecedented situation is knowing how responsive and adaptable industry is and how we are able to deal with just about anything that is thrown our way when we work together” says Cherie Whelan, Director SAFE Companies.

The BCFSC is also providing additional support to help companies use the information to create safer workplaces. To contact the BCFSC for assistance or for more information, please email us at [info@bcforestsafe.org](mailto:info@bcforestsafe.org).



## Wildfire on the Worksite

By Douglas MacLeod, MacLeod Forest Services

You are well into a two-week hot spell, the twigs on the ground crunch and snap as you step on them and you can smell the bush drying out. Everyone is talking about when the worksite will shut down. You are thinking maybe you might get a summer holiday this year.

Once or twice in your career you will get the dreaded call on a forestry worksite during these conditions: “I have a fire here...” Hearts race, voices rise, minds go blank and people start to move fast. Forestry crews and supervisors may have to take action on a worksite fire for hours or even days with minimal BC Wildfire Service (BCWS) support. Pre-planning is essential to ensure adequate preparedness, to verify

prevention measures are in place, and, if necessary, a safe and effective response.

The following are some regulatory requirements and good practices I recommend. It is not a complete list and some information may not be applicable to all areas.

### Pre-Work Planning and Fire Season Preparedness

A predictable fire season is a thing of the past. The fire season should now be considered to be any time critical fire weather is occurring. In addition to inconsistent weather patterns, factors such as fuel, topographical conditions and

proximity to communities will also increase the risk.

The pre-work plan must take into account the risk of fire and what your company will do in the event that one occurs. Some considerations for planning are as follows:

- “High Risk” worksites (i.e. sites with mechanized equipment) must have a water delivery system or other method of suppressing a fire. The Wildfire Act and Regulations say the system must be able to “deliver a sufficient volume of water to effectively fight a fire of a reasonably foreseeable size” (reference Interpretive Bulletin). The type and capabilities of the required water system will vary considerably depending on the terrain and type of work. For instance, a coastal yarder site will require different water systems than an interior harvest site. If working in close proximity to higher



values or during periods of elevated fire danger, the response time will need to be reduced accordingly. Falling and bunching often take place well ahead of other activities. Assess the risks and ensure an adequate water delivery system is available to these activities.

- The pre-work plan during fire season should include identification of water supplies. If natural water is limited, additional measures, such as water trucks, portable tanks or rock trucks with removable tanks will need to be planned.
- Pumps should be pre-connected if possible, checked regularly and have required hose, nozzles and other fittings attached and ready for use. A spare pump, extra hose and fittings should be kept in the shop truck or other central location.
- Nozzles must have a shut off and variable opening. Red fog nozzles do not allow for reducing the volume of water used and should be avoided unless a very large water supply is available. For pumping from a tank, use a Hansen-style nozzle or econo hose and nozzles to increase the efficiency and extend the duration of the water supply.
- All workers operating equipment during fire season must have fire extinguishers, backpack pumps or other water system and hand tools on board their machine, in good condition and readily accessible.
- Prepare your Emergency Response Plan and ensure that all workers know what the plan contains and what they are expected to do.
- Train your crews appropriately, including the S100 and S185. Conduct crew training and drills to practice response and identify any possible opportunities for improvement.
- Communicate annually with local BCWS staff to ensure any interactions during a response go as smoothly as possible. Share your capabilities and limitations.
- Obtain BCWS safety alerts from the previous season for review with your crew. Request information on any determinations or penalties from person-caused wildfires.
- Check your insurance and update if necessary.
- Develop and enforce a smoking policy.
- Ensure a preventative maintenance program is in place and document machine inspections, cleaning and repairs.

- Ensure that all radios in all heavy equipment have RR channels.
- Assess tool and water delivery requirements based on the *Fire Danger Rating*, site conditions, risk assessment and limiting factors. Improve as necessary.

## Prevention

Many workers and contractors who have experienced large worksite wildfires comment on how fast the fire grew and exceeded their capabilities to suppress. There are all kinds of pressures that may encourage work to continue as fire danger increases. However, if fire prevention isn't prioritized, any gains may quickly be eroded even by a small worksite wildfire. Lost production, damage to equipment and adjacent values, and time spent any investigation can all lead to substantial costs even if there are no actions by regulatory bodies.

- Worksite fuel and topographic conditions need to be assessed and evaluated for their effect on ignition potential and control difficulty. Document this process.
- In recent years, work has been taking place closer to communities and other values. Proximity to structures, utilities, equipment, felled and standing timber, regenerated stands, etc. should be part of the risk assessment and increased prevention and preparedness measures established as necessary.
- The daily *Fire Danger Rating* should be monitored and required restrictions fully implemented as outlined in the Wildfire Regulation. Subscribe to the BCWS weather group for regular updates including Fuel Moisture Codes and Fire Behavior indices. Review the critical thresholds as per the S100 manual.
- Recognize critical weather and worksite conditions. Take on-site weather readings through the day, especially where the work is occurring. Don't be lulled into complacency by recent weather. Slash, grass, brush and diseased stands can dry to dangerous levels in a few warm days. The *Fire Danger Rating* may not reflect these conditions.
- Maintain equipment and keep machines clean and leak free, inspecting the undercarriage(s) regularly.
- As fire danger increases on-site, adjust operations and hours as necessary and minimize work on the forest floor. Avoid starting new blocks away from the crew and fire suppression system and check

the previously worked area regularly for smoke. Conduct fire watch when required.

## Suppression/Response

If a wildfire starts on or near your worksite, the first few minutes will be crucial. Swift, coordinated actions will improve the chances of keeping crew safe and the fire manageable:

1. Engage your Emergency Response Plan and immediately broadcast an initial report to the site supervisor and all site workers
2. Verify that all workers have received the message and have stopped operations
3. Determine if you and the site workers are at the head or above the fire. If you think the fire exceeds your capabilities or you are unsafe, move all workers to rear of the fire. Watch for increasing flame length, increasing smoke volume, smoke turning from white to grey / black and igniting spot fires.
4. Report the fire to BCWS as soon as possible. Provide as much information as possible including location, size, rate of spread, values at risk, directions, on-site radio frequencies, current suppression activities, water supply location and low bed staging area information.
5. If the fire is small enough to safely manage, immediately attack it with your containment resources such as your water delivery system, on-board backpack tanks, smother it with dirt, surround it with a control line and extinguish any spot fires. Constantly evaluate it and go to Plan B if necessary.
6. Develop and communicate a safe plan. Identify who is in charge, Lookouts –**Anchor**s- **Communications**-**Escape Routes (2)**-**Safe Zones**, hazards/risks/controls, current situation, current and expected fire behavior, objectives, individual work assignments, first aid and emergency procedures.

*Continued on page 4...*

Continued from page 3...

7. Continue to assess the fire and report details to the site fire crew and the BCWS as they become available or as change is observed. Monitor and anticipate changing conditions and revise plan and operations as required. Most entrapments occur within 20 minutes of a wildfire starting to blow-up.
8. When BCWS arrives, give them a briefing. Limit discussions to the fire response activities and discuss a decision regarding turnover of the fire to BCWS.

## Resources

Fire Prevention Information for Industry and Commercial Operators:

[www2.gov.bc.ca/gov/content/safety/wildfire-status/prevention/for-industry-commercial-operators](http://www2.gov.bc.ca/gov/content/safety/wildfire-status/prevention/for-industry-commercial-operators)

Restrictions on Industrial Activities based on the Fire Danger Rating:

[www2.gov.bc.ca/gov/content/safety/wildfire-status/prevention/for-industry-commercial-operators/high-risk-activities](http://www2.gov.bc.ca/gov/content/safety/wildfire-status/prevention/for-industry-commercial-operators/high-risk-activities)

Wildfire Ranking:

[www2.gov.bc.ca/gov/content/safety/wildfire-status/about-bcws/wildfire-response/fire-characteristics/rank](http://www2.gov.bc.ca/gov/content/safety/wildfire-status/about-bcws/wildfire-response/fire-characteristics/rank)

Wildfire Response Page:

[www2.gov.bc.ca/gov/content/safety/wildfire-status/about-bcws/wildfire-response](http://www2.gov.bc.ca/gov/content/safety/wildfire-status/about-bcws/wildfire-response)

Working on Wildfires:

[www.bcforestsafesafe.org/node/3352](http://www.bcforestsafesafe.org/node/3352)

Wildfire Risks:

[www.bcforestsafesafe.org/node/2992](http://www.bcforestsafesafe.org/node/2992)

BC Wildfire Interpretive Bulletin:

[www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/wildfire-status/prevention/prevention-industry-comm-ops/bcws\\_wildfirereg\\_interpretivebulletin.pdf](http://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/wildfire-status/prevention/prevention-industry-comm-ops/bcws_wildfirereg_interpretivebulletin.pdf)

A 43-year forestry industry veteran, Douglas MacLeod has experience in silviculture, harvesting, planning and wildfire. His experience ranges from wildland fire response officer for a volunteer fire department, forest service fire warden, contract fire crew supervisor, line locator & heavy equipment supervisor and wildfire instructor specializing in preparation, prevention, suppression, operations and crew training. 🍷

# Bear Mauling During an Archaeological Field Assessment Near Williston Lake, BC

By Kyle Belanger and Lucas Towstego, Circle CRM Group Inc.

Like others in the BC and Alberta forestry industry, archaeologists spend much of their field season assessing vast forestry blocks in remote areas where wildlife encounters are almost a daily occurrence. Bears are high on the list of animals we come across. As a safety coordinator for my organization, Circle CRM Group Inc., I teach bear awareness to our staff and to other organizations. Our organization ensures all field staff are trained for these encounters. We carry the proper personal protective equipment such as bear spray, air horns, and one of our biggest assets, our loud voices. Most often, these encounters are innocent enough; the bear moves off faster than you can get a good look at them. However, there are occasions when these encounters can become too close for comfort.

Last fall, two of our workers had a serious encounter with a black bear while working near Mackenzie, BC. One of the workers was surprised and mauled.

## The Incident:

On September 29, 2019, Lucas Towstego was completing an archaeological field assessment with co-worker Duncan Trippel. As they were making their way back to their crew vehicle, they unwittingly headed into a precarious bear encounter. Lucas explains:

*I have worked in the BC interior for six years conducting ground surveys of forestry blocks for archaeological potential west of Williston Lake and have most often been without incident. On this particular day, the weather was sunny and clear, slightly overcast, but no wind. Duncan and I had finished for the day and were making our way back to the truck at around 3:45 pm. We were heading along the northern project boundary, climbing over some deadfall. I stopped for a moment to check our location. As I did so, I heard several loud huffing sounds coming from behind an alder bush approximately 5-10 m away. I warned Duncan that there was a bear, then took a step or two backward away from the bush and reached for my bear spray. By that time, the bear had emerged from the bush and rushed directly at me. I was holding a shovel in the hand that was nearest to my bear spray so I could not easily get to it, but frankly there was no time to grab it as the bear was closing in fast. Without thought, I grabbed my shovel with both hands as the bear was coming down on top of me. I directed the shaft of the shovel into its mouth to deflect a direct bite; but this left me unable to defend myself against its front paws. The bear clawed the back of my head and my survey vest. During this, my co-worker was too far back (approximately 10 m with several fallen trees in between us) to be of any physical assistance, so he started shouting at the bear. This prompted me to shout as well (I was mainly just repeating "holy #\$#!" before that!). I then gave the bear a forceful shove using the shovel to try and push it away. This, combined with our shouting, was enough for it to take off back the way it had come. The entire incident, from when I heard the initial huffs to when the bear ran off, all occurred within a span of about 10 seconds.*

*In the first moments after the attack, Duncan and I prioritized several things. First, we both drew our bear spray in case of a second attack and then made a lot of noise to further scare it off. Duncan then administered some rapid first aid to my most severe injury, a large gash along the back of my head. With some rough bandaging applied, we quickly discussed our next course of action. We decided it would be quicker to continue on our planned course east to the road, but this*

would take us along a similar path that the bear had gone. In light of that, we chose to cut south to the creek and follow it east to the previously harvested block where our truck was parked. This doubled our distance but put us in the opposite direction of the bear.

What followed was a bit of a harrowing 1.5 km walk. I was bleeding heavily from my head wounds and we were both on high alert for the bear returning. We made a lot of noise, shouting and banging our shovels, and tried to be aware of any sounds of the agitated bear. I was forced to stop several times along the way as I was dizzy. Due to this, we discussed that should I lose consciousness, Duncan would set off our SPOT device and continue making noise and administering first aid as needed. We managed to make it back to the truck where Duncan re-administered first aid, thoroughly bandaging me as best he could.

We drove back to the main road, discussing our response plan and getting in contact with family and co-workers on the way. To be honest, my first text was to my wife: "Don't freak out, I'm ok, but I was attacked by a bear." Next, I called my direct supervisor to let him know about the attack. It was agreed that Duncan would drive me straight to the Mackenzie Hospital & Health Centre as the first-aid administered was managing the injuries well and we determined paramedic assistance was not immediately required. This decision is the only slight error we made in my estimate. When we checked distance to the hospital from our location on Google, the results showed it was closed and did not indicate there was a 24/7 emergency room. Thinking the hospital was closed, we drove to Prince George instead. Although it turned out fine in the end, had my injuries been more severe, the extra time to get to Prince George could have been costly.

We arrived at the Prince George Hospital at approximately 7:00 pm, three hours after the attack. They got me in right away and cleaned up my wounds. I had a large gash along the back of my head, another above my right ear, a puncture on the top of my head and several gashes on my forehead. I received approximately 40 stitches and staples all combined. I related my story to a conservation officer in the ER who was kind enough to keep me company while I was there as my co-worker was busy booking hotels, making phone calls, and sending texts to family and co-workers.

The physical injuries were relatively minor considering. We spent the next several days recovering from the incident at a Mackenzie hotel and trying to determine our next steps. Our decision was made when my co-worker had an anxiety attack while walking out behind our hotel which is backed by a small wooded area. This spurred us both to address our mental health due to the incident. Duncan drove home and I spent a few more days physically recovering at a company townhouse in Williams Lake before making my way home to Vancouver Island. Since then we have both been seeking counselling through WorkSafeBC's Critical Incident Response program.

We are both happy to be home with our loved ones and our company has been incredibly supportive. There are a few takeaway points from our story.

1. No matter how much experience you may have in the woods, incidents can happen in the blink of an eye, at any time, and you need to be prepared. Have an Emergency Response Plan (ERP) in place with specific instructions on



what to do when someone is injured and how to best access emergency medical services. A complete first aid assessment for the worksite will identify any barriers to getting first aid and medical help in case of an injury.

2. You can't control these incidents but you can control your response. For us, we had safety measures in place before entering the woods; our company knew where we were going to be that day and we always carry a SPOT device for emergencies. We both have extensive emergency situation training through our employer including bear aware and first aid. Also, level-headed, critical thinking was important; we didn't panic, we took it all one step at a time and relied on our training and experience to make the right decisions.
3. Lastly, it was critical that I was not alone when the incident played out. I may have been seriously injured or killed, or unable to get myself to safety had I been on my own. We always work in pairs but sometimes it "makes sense" to separate for short periods of time. Had this been the case at the time of the attack, it would have ended very differently.

*I want to shout out to my co-worker Duncan, without whom I would've never made it out of there. His calm and collected response to the situation saved the day. I'd like to thank my family and co-workers for their moral support through my recovery. Lastly, I'd like to urge everyone who works in bear country to brush up on your bear awareness and make sure you're staying safe out there.*

## The Outcome

After the encounter, Circle CRM Group Inc. called for a safety stand-down and all field operations in that area were suspended until further notice. An incident investigation was carried out to understand the root cause so we could implement corrective actions and procedural changes.

If your organization works in remote areas where there is a risk of wildlife/bear encounters, learn more about bear safety:

**BCFSC Bear Safety:** [www.bcfsc.org/bear\\_safety.html](http://www.bcfsc.org/bear_safety.html) 🐻



## The First Quarter of 2020 Ends with No Work-related Deaths in the BC Forest Industry

### Recent work-related incidents reported to WorkSafeBC

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

#### HARVESTING

**Injury:** Multiple injuries

**Core Activity:** Mechanized tree falling / Integrated forest management

**Location:** Northern B.C.

**Date of Incident:** 2019-Dec

An equipment operator was servicing a feller buncher in a turnaround at the end of a spur road. A dead spruce tree fell from the standing timber and struck the worker. The employer's emergency transport vehicle (ETV) transported the injured worker from the logging block to first aid at the local sawmill. The worker was then transferred to an ambulance and taken to hospital.

**Injury:** Fractures and lacerations (1 worker)

**Core Activity:** Log hauling

**Location:** Interior B.C.

**Date of Incident:** 2020-Jan

An empty log hauler was travelling on a forest service road to a logging operation. The log hauler failed to negotiate a corner and rolled over an embankment, injuring the driver. The prime contractor for the logging operation transported the driver to hospital.

**Injury:** Close call

**Core Activity:** Integrated forest management

**Location:** Interior B.C.

**Date of Incident:** 2020-Jan

As mobile logging equipment was being walked down a forest service road, the machine contacted the neutral line of a high-voltage power system and broke a power pole. Snow loading may have caused the power lines to sag.

**Injury:** Multiple fractures

**Core Activity:** Manual tree falling and bucking / Integrated forest management

**Location:** Vancouver Island/Coastal B.C.

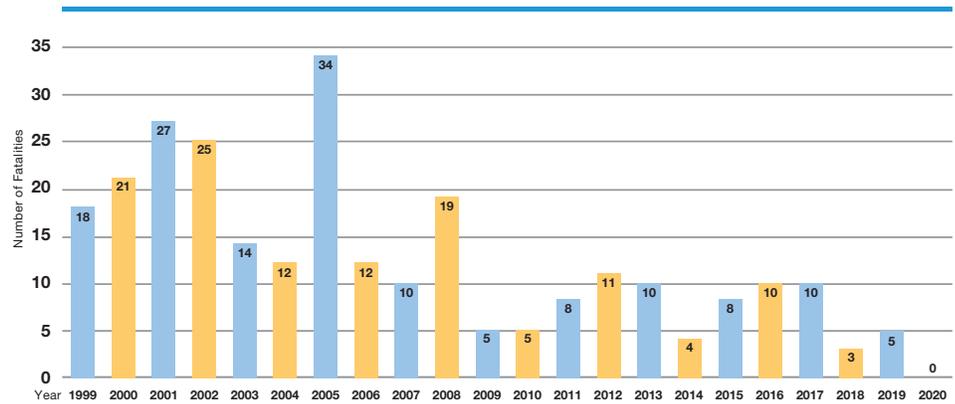
**Date of Incident:** 2020-Apr

A faller who had felled a hemlock tree (14" in diameter) was struck and injured by the top of a dangerous tree that was limb-tied to another adjacent standing tree. The faller was treated on site by Level 3 first aid and then transported to hospital by helicopter.

**Injury:** Close call

**Core Activity:** Integrated forest management / Tugboat service

WSBC Accepted Harvesting Work-related Death Claims



This information represents the number of work-related deaths by year in BC, up until April, 2020.

**Location:** Interior B.C.

**Date of Incident:** 2020-Mar

Two workers on a 30', 4 tonnes tugboat were positioning a floating raft of logs. The tugboat became unstable and sank. The two workers were not injured and were rescued by co-workers.

**Injury:** Injuries to head and arm

**Core Activity:** Integrated forest management

**Location:** Northern B.C.

**Date of Incident:** 2020-Mar

A heel boom log loader was on a steep slope hoe-forwarding full-length felled trees to the road edge. The log loader slid 30 to 40 feet down the slope, lost stability, and flipped over, coming to rest onto the boom side. The operator, who had been wearing the seat belt, escaped through the main access door. The operator was treated by the first aid attendant at the work site, then transported to hospital.

**Injury:** Fractured arm

**Core Activity:** Manual tree falling and bucking

**Location:** Vancouver Island/Coastal B.C.

**Date of Incident:** 2020-Mar

A faller was removing dangerous trees in a silviculture block before scheduled thinning activities began. The faller had completed the falling cuts on a dangerous tree and was travelling down the escape trail when a limb struck his upper body. The faller received first aid on site, and was then transported to hospital by ETV (emergency transport vehicle).

**Injury:** Multiple fractures

**Core Activity:** Manual tree falling and bucking / Integrated forest management

**Location:** Vancouver Island/Coastal B.C.

**Date of Incident:** 2020-Mar

A hand faller was trying to overcome a falling difficulty when a previously cut-up tree (a hemlock, 12 inches in diameter) fell in an unintended direction and struck the faller. The faller was treated by first aid on site, then transported to hospital by helicopter.

**Injury:** Burns

**Core Activity:** Integrated forest management

**Location:** Lower Mainland

**Date of Incident:** 2020-Mar

A worker in a logging camp had returned to the employer-provided accommodation (a fifth-wheel RV) after the work day. The worker was inside the RV when an explosion and fire occurred, injuring the worker. The worker was transported by boat to a town, transferred to a waiting ambulance, and taken to hospital.

#### MANUFACTURING

**Injury:** Concussion

**Core Activity:** Chip hauling

**Location:** B.C.

**Date of Incident:** 2020-Feb

A wood chip truck driver was struck by the top swing door while unloading wood chips from the trailer. The driver, who temporarily lost consciousness, received first aid on site before being transported to hospital by ambulance.

**Injury:** Injury to head

**Core Activity:** Sawmill

**Location:** Lower Mainland

**Date of Incident:** 2020-Mar

A sawmill worker was discovered collapsed at a work station moments after being observed standing at the station. The worker was transported to hospital by ambulance.

**Injury:** Smoke inhalation (3 workers)

**Core Activity:** Sawmill

**Location:** Lower Mainland

**Date of Incident:** 2020-Mar

A fire started in a compressor room. Workers evacuated the building and the fire department extinguished the fire. Three workers experienced smoke inhalation.

**Injury:** Crush injury to finger

**Core Activity:** Sawmill

**Location:** Interior B.C.

**Date of Incident:** 2020-Mar

A worker was changing a saw blade when a piece of the equipment moved, pinching the worker's finger. 🚫



## Safe Work Procedures (SWPs)

### What is a Safe Work Procedure (SWP)

An SWP describes the outcome of a hazard assessment completed on a singular work activity (usually of higher risk) with all the hazards identified for the work activity and how each hazard is to be managed to ensure the worker(s) safety.

SWPs are part of the annual SAFE Companies audit survey. In both the Individual Owner Operator's (IOO) and the Small Employers SAFE Companies audit, companies are asked to list the SWPs they use in daily work activities and submit one or two for review with their annual audit.

### What are the SWPs I should list in my audit?

The list of SWPs and the submitted SWPs in the audit survey should support the work tasks or activities for a company's annual reporting year, but should also reflect the Classification Unit (CU) number assigned to a WorkSafeBC (WSBC) account.

As an example, if a company's CU is for log hauling (#732044), but it also runs a ranch, then both the ranch activities as well as the log hauling SWPs should be listed in the audit. All work activities reported for insurance coverage through its WSBC account are required to be reported in the annual audit if the company wishes to access COR\* for all business activities.

An IOO could have upwards of 10 SWPs (for each CU or work activity they engage in throughout the reporting year). A small employer could have upwards of 40 SWPs for an Integrated Forest Management CU.

In harvesting work activities, the list of SWPs may include:

- Working in Weather
- Driving General
- Driving Resource Roads
- Wildlife Encounters
- Radio Communications
- Entering an Active Logging Show
- Fatigue Management
- Walking in the Woods

For Log Haulers, SWPs may include:

- 3 Point Contact
- Working Alone or in Isolation
- Log Truck + Lock Out
- Steep Slope Descent
- Working Around Heavy Equipment
- Load Securement
- Mill and Dump Sites

If you also run a ranch, here are more SWPs which may apply:

- Tractor + Lock Out
- Livestock – Care/Maintenance/ Husbandry
- Confined Space
- Transportation of Workers
- Fall Protection
- Pesticides / Herbicide - Use and Application

### What should be present in an SWP?

The identified hazards and written instructions on how to manage each hazard in a singular work task is an SWP.

You must first create an inventory of the jobs and work tasks and then assess and prioritize the hazards in each of the inventoried jobs or work tasks. A written plan should then be created to manage all the identified hazards.

The following lists some examples of work tasks that may require assessment when determining the individual hazards in any work activity:

1. Is the worker exposed to weather conditions?
2. Do tools, machines / equipment or commercial vehicles present any hazards?
3. Can the worker be harmed when in contact with other objects?
4. Is contact possible with ground workers and equipment or commercial vehicles?
5. Is slope or grade a problem?

6. Can the worker slip, trip or fall?
7. Can the worker suffer strain from lifting, reaching, pushing or pulling, or from repetitive movements?
8. Is there a danger from falling / overhead objects?
9. Is noise or vibration a problem?
10. Can fatigue affect safety?
11. Can members of the public become hazards in the workplace?
12. Are other workers/contractors a potential hazard?

Companies often list their policies, parts of WSBC Regulations or even parts of their own Occupational Health & Safety program in place of the requested list of SWPs in their audit tools. It is important to remember that the requested SWP list and SWP submission should be provided based on daily work activities as each hazard may have several different ways in which it can be successfully managed.

For example: Personal Protective Equipment (PPE) is not an SWP, but PPE is often a means to manage hazards in many different SWPs. In manual tree falling, an identified hazard is a saw blade that could contact a faller's legs. One way to manage this hazard is with mandatory PPE, wearing bucking pants to protect the faller's legs. Other ways to manage the same hazard may be mandatory chain break/hand guards on the saw, extensive training in correct saw grips or hand holds, and the positioning of the feet for the task at hand.

For more information about SWPs and which SWPs may apply to you and your work activities, contact a BCFSC Safety Advisor at 1-877-741-1060. 📞

*COR\* - If the company declares they do not wish to submit all information on a particular work activity, the company may submit a "targeted" audit which may not be eligible for COR, but can still allow the company to remain SAFE Certified.*



## COVID-19: SAFE Companies and WorkSafeBC COR Audit Requirements for 2020

During this global pandemic, the SAFE Companies team is committed to working with your company to navigate these uncertain times. We are here to provide guidance on your company's safety management system and audit requirements.

As a Certifying Partner (CP), the BCFSC continues to work closely with WorkSafeBC to help administer the COR Program. The following provides information on COVID-19 as it relates to 2020 audit requirements.

	RECERTIFICATION	MAINTENANCE
IOO ISEBASE SEBASE	<ul style="list-style-type: none"> <li>Companies with certification expiring up to August 31, 2020 may apply for a one year waiver.</li> <li>Approved waivers require a 2021 recertification audit and a commitment to work the Corrective Action Log from the last audit in the meantime.</li> <li>Companies with certification expiring between September 1, 2020 and December 31, 2020 are not eligible for a waiver at this time.</li> </ul>	<ul style="list-style-type: none"> <li>All maintenance audits are extended to December 31, 2020.</li> <li>It is recognized that employers may not be in normal operating mode this year.</li> <li>Companies should follow all public health protocols while conducting their audit.</li> </ul>
BASE	<ul style="list-style-type: none"> <li>Companies with certification expiring up to August 31, 2020 may apply for a one year waiver.</li> <li>Approved waivers require a 2021 recertification audit and a commitment to work the Corrective Action Log from the last audit in the meantime.</li> <li>Waiver does not apply to optional early recertifications.</li> <li>Companies with certification expiring between September 1, 2020 and December 31, 2020 are not eligible for a waiver at this time.</li> </ul>	<ul style="list-style-type: none"> <li>All maintenance audits are extended to December 31, 2020.</li> <li>It is recognized that employers may not be in normal operating mode this year.</li> <li>Companies should follow all public health protocols while conducting their audit.</li> </ul>



In April, information was sent to companies with certifications expiring up to August 31, 2020 outlining their audit requirement options for 2020. If you did not receive notification and believe you qualify for the waiver, please contact us at **1-877-741-1060** or visit our website to complete a waiver application. [survey.bcforestsafe.org/index.php/558889?lang=en](http://survey.bcforestsafe.org/index.php/558889?lang=en)

### Our company is not eligible for a waiver at this time. How should our company proceed with its 2020 audit requirements?

Small companies (IOO, ISEBASE, SEBASE) are encouraged to submit their audit, if they are able, by following good hygiene practices with social/physical distancing to obtain documentation.

Large company (BASE) audits are not currently permitted due to public health orders and social distancing requirements.

Currently, the option to request a 2020 audit waiver is not available to companies due for a maintenance audit or whose certification is expiring between September 1 - December 31, 2020. BCFSC and WorkSafeBC are reviewing the COVID-19 outbreak over the next few months and if there are continuing or

additional restrictions, the waiver program may be extended or other action(s) will be taken.

As mail submissions may be delayed due to prolonged office closures, the best way to ensure your audit is received is to submit it electronically:

- Website Upload
- Via email [audits@bcforestsafe.org](mailto:audits@bcforestsafe.org)
- By fax (250) 741-1068

If you are unable to make an electronic copy of your audit documentation, you can mail your submission to 420 Albert Street, Nanaimo, BC, V9R 2V7. At this point in time (May 2020), the BCFSC office is currently closed and is unable to accept courier deliveries as staff are working remotely from home.

### If approved for a waiver, will our company receive a COR incentive for 2020?

Yes, upon approval, WorkSafeBC will issue a one year COR Certificate and consider 2020 Occupational Health & Safety and Return To Work (if applicable) COR incentives.

## Will COVID-19 affect payment of 2019 COR incentives?

No, WorkSafeBC is scheduled to issue 2019 COR incentive cheques to eligible employers in late May 2020.

## Will our company receive a SAFE Certificate?

A SAFE Certificate will be emailed upon successful Certification / Recertification. A paper copy is only provided upon request or to companies without an email address.

For companies requesting a COR certificate, WorkSafeBC has suspended issuing printed COR certificates. However, a company's COR certification details can be verified on WorkSafeBC's website

Both sources of certificate information should fulfill any requirement to provide proof of certification when bidding for work.

## Who can we call for safety questions?

Although BCFSC staff are working remotely, we are still open for business and are available by phone and email for any support or questions you may have:

- **SAFE Companies:** [safeco@bcforestsafef.org](mailto:safeco@bcforestsafef.org) or call 1-877-741-1060
- **BCFSC Training:** [training@bcforestsafef.org](mailto:training@bcforestsafef.org) or call 1-877-741-1060
- **BCFSC Faller Department:** [faller@bcforestsafef.org](mailto:faller@bcforestsafef.org) or call 1-877-741-1060

BCFSC will provide your company with any updates as they become available and will update the website as required. As information is changing rapidly, please check our website for the most recent information at [www.bcforestsafef.org](http://www.bcforestsafef.org). 📍

## QR Codes



Waiver Application:  
[survey.bcforestsafef.org/index.php/558889?lang=en](https://survey.bcforestsafef.org/index.php/558889?lang=en)



Audit Website Upload:  
<https://mail.bcforestsafef.org/upload/>



WorkSafeBC COR Verification:  
<https://corcp.online.worksafefbc.com/Home/EmployerSearch>

# SAFE Companies IOO Training Now Online

All required training for SAFE Companies Certification programs are now available online through the BCFSC Learning Centre. Up until last month, the Individual Owner Operator (IOO) course was offered only through a teleconference on the last Saturday morning each month. Now this new online offering allows the learner to start their training as soon as they are registered to reduce the amount of time required to obtain SAFE Certification.

“We have heard many concerns about IOO's not being able to potentially bid on work because the training was only available once a month. This new online option removes this potential barrier allowing our clients to complete all the requirements for SAFE Companies Certifications in a timely manner” says Cherie Whelan, Director SAFE Companies.

Some of the benefits of the new online IOO training are:

- available 24 hours a day / 7 days a week and can be completed at your own pace and timing,
- it saves your progress so you can come back to where you left off,
- it includes relevant videos, imagery and activities to support the written information,
- the information is specific to whatever business you are in (falling, trucking, harvesting, consulting, etc.),
- it has step-by-step instructions for completing the SAFE Companies IOO audit,
- there are valuable resource links to support your business, and
- you can complete both initial and recertification training online.

We are still offering the instructor-led IOO course for those that want to interact with an instructor. It has also been updated to be a more interactive experience for the learner. The previous version of the teleconference has been replaced with an online meeting format where the learner can see the content being delivered by the instructor. Some highlights/benefits of this updated format are:

- an online video presentation combined with student manual deliver effective, individualized training,
- instructor-led format and student engagement provides a personalized experience, and
- the instructor can answer specific questions on information or situations.

For those clients that are not comfortable using the online meeting format, they can still dial in on a dedicated toll-free conference line and follow along with their student manual. For more information, please go to [www.bcforestsafef.org/node/86](http://www.bcforestsafef.org/node/86). 📍



## Gearing-up for a Successful Season

By Richard King, BCFSC Program Development Manager

There have been significant challenges to the industry recently with disruptions in work for many people across our province. After the recent reduction in volumes, the coastal labour dispute and COVID-19, companies will be eager to start gearing up again.

Starting up work again is an exciting time with new opportunities and a return to normalcy. However, because there is an increased risk of injury when gearing-up, it is very important to have a solid plan in place. Regardless of the size of your operation, ensuring personnel, equipment and resources are ready to go when things get busy not only makes a safer workplace but a more effective and efficient one.

Following the resolution of the coastal labour dispute in February, the BCFSC released a Safety Alert with *Top Tips on Starting-Up Safely*. It was intended to address the challenges of returning to work for those affected by the strike. But now, as COVID-19 has forced companies to make modifications to their worksites, the safe start-up information bears repeating.

This article provides useful resources to help **prepare, assess, monitor and communicate** for safely starting up work again after a period of inactivity.

February 2020 Safety Alert of the Month – Top 10 Tips for a Safe Start Up  
[www.bcforestsafesafe.org/node/3449](http://www.bcforestsafesafe.org/node/3449)



### Prepare:

As activities resume, companies should assess/reassess their plans to maintain social distancing and ensure that procedures and the appropriate PPE are available. The BCFSC has been maintaining a comprehensive webpage of COVID-19 resources that companies should review to ensure that their plans are up to date.

BC Forest Safety COVID-19 Resources and Links  
[www.bcforestsafesafe.org/node/3460](http://www.bcforestsafesafe.org/node/3460)



Reviewing and refining Safe Work Procedures (SWPs), developing Emergency Response Plans (ERPs) and training workers are just some of the things needed prior to starting work. It is also important for workers to be mentally and physically fit for the work ahead.

Pre-developed templates can give companies a good starting point for developing SWPs, ERPs and other pre-work tools. Companies should adjust these templates to meet their specific needs. The BCFSC has developed many templates for SWPs (ranging from “Working Alone” to “Loader Operator”) as well as an ERP development guide and template. Additionally, templates for worker orientation and risk assessment are also available.

### Forms and Templates

[www.bcforestsafesafe.org/node/2650](http://www.bcforestsafesafe.org/node/2650)



### ERP Resources

[www.bcforestsafesafe.org/node/2585](http://www.bcforestsafesafe.org/node/2585)



“Fit for Work” resources provide excellent information for active work like falling and tree planting as well as more stationary work like log hauling. These resources include nutrition, sleep and physical fitness tips. Workers are encouraged to use these

tools to ensure that they are fit enough to do their job. The fact is, returning to work fit and ready to go will reduce the chance of injury.

### Fit for Work page

[www.bcforestsafesafe.org/node/3013](http://www.bcforestsafesafe.org/node/3013)



It is also important for workers to take care of their longer term physical and mental health. The BCFSC has developed and collected a number of resources to support healthy workers. In addition to the following links, there is more information on mental health included on the BCFSC COVID-19 webpage.

### Healthy Worker Resource Package

[www.bcforestsafesafe.org/node/3435](http://www.bcforestsafesafe.org/node/3435)



### Mental Health Resources

Tips for Challenging Conditions:  
[www.bcforestsafesafe.org/node/3430](http://www.bcforestsafesafe.org/node/3430)



Managing Stress in the Workplace:  
[www.bcforestsafesafe.org/node/3354](http://www.bcforestsafesafe.org/node/3354)



Good Mental Health:  
[www.bcforestsafesafe.org/node/3101](http://www.bcforestsafesafe.org/node/3101)



The BCFSC also has online and in-person safety training courses. These courses are aimed at both new and experienced workers and cover subjects ranging from an introduction to the forest industry to incident investigation training.

## Training Page

[www.bcforestsafes.org/training.html](http://www.bcforestsafes.org/training.html)



With wildfire season underway, it is also important to ensure companies are prepared by ensuring their pre-work and ERPs address the wildfire risk. In the *Industry Section* of this issue of Forest Safety News, you will find a contributed article by Douglas MacLeod on preparing for a wildfire on a worksite. Additionally, the BCFSC has some Safety Alert links on wildfire below:

## Training Page

Working on Wildfires:

[www.bcforestsafes.org/node/3352](http://www.bcforestsafes.org/node/3352)



Wildfire Risks:

[www.bcforestsafes.org/node/2992](http://www.bcforestsafes.org/node/2992)



## Assess:

Assessing workers is important to ensure they are doing their jobs effectively and safely. Individual worker assessments can help supervisors determine if someone has gaps in their knowledge or skills that can be resolved with the right training. Without an assessment it is much more difficult for supervisors to identify potential issues that may lead to dangerous incidents.

The tools developed by the BCFSC as part of the competency-based system for training and assessment provide supervisors and employers a way to measure their employees' knowledge and skills to ensure they are competent in their role. These assessment tools were developed in conjunction with subject matter experts to meet the needs of the industry for a variety of occupations including yarding and log truck driving with more occupations being developed all the time.

## Occupation Resources

The BCFSC Occupational Resources will soon be available on the BCFSC website.

Stay tuned as we will be making an announcement on our Facebook, Twitter,

LinkedIn and Instagram pages with a direct link to these new resources.

The BCFSC is dedicated to transportation safety. In addition to the competency-based assessment tools, we also offer a professional log truck driver training and endorsement program. The program was developed to ensure new drivers use a consistent set of standards that reflect the extensive skills and knowledge a professional log truck driver needs to safely and proficiently operate in BC.

## Log Truck Driver Assessment and Endorsement Program

[www.bcforestsafes.org/node/3331](http://www.bcforestsafes.org/node/3331)



## Monitor:

Ensuring that your worksite meets minimum safety standards is critical at all stages of operations, but it is especially important immediately following start-up. The BCFSC has developed a number of resources to help with workplace and vehicle inspections, and conducting risk assessments. These tools are intended as starting points for companies to independently adjust to meet the specific needs of their worksites.

## Small Employer Safety Forms

[www.bcforestsafes.org/node/149](http://www.bcforestsafes.org/node/149)



The BCFSC can provide personal support to companies in a variety of health and safety services using our industry Safety Advisors. Our advisors provide many services from helping to develop health and safety programs, to providing incident investigation advice.

## BCFSC Health and Safety Support Services

[www.bcforestsafes.org/safety\\_info.html](http://www.bcforestsafes.org/safety_info.html)



## Communicate:

Communication is the key to safe and effective operations but it means more than just simply talking - it means taking care to

ensure that accurate and timely information is shared and understood. Tools available to support effective communication include reading materials, videos, posters and more. The BCFSC has created a number of new resource packages including light truck use and maintenance, working under equipment, winch assist harvesting and worker health. These resource packages offer guided crew talks, videos, information overviews and posters.

The BCFSC, WorkSafeBC and Safer have created YouTube pages that feature some excellent videos to support effective communication in the workplace and are a great source to find and share information with your crews.

## Resource Packages

[www.bcforestsafes.org/safety\\_info/resource\\_packages.html](http://www.bcforestsafes.org/safety_info/resource_packages.html)



## BCFSC YouTube Channel

[www.youtube.com/user/BCForestSafety](http://www.youtube.com/user/BCForestSafety)



## WorkSafeBC YouTube Channel

[www.youtube.com/user/WorkSafeBC](http://www.youtube.com/user/WorkSafeBC)



## SAFER Council

[www.youtube.com/user/SAFERCouncil](http://www.youtube.com/user/SAFERCouncil)



## Final Thoughts:

As work begins to ramp up, care and attention must be taken to ensure workers are coming back ready and able, and worksites are prepared for a safe start-up. The BCFSC is here to support companies and workers with resources, training and tools to set themselves up for success. While the past 12 months have been challenging, with proper planning and care, the future can be successful and safe. 🙌

# BCFSC Online Training Courses

In keeping with COVID-19 social distancing practices, the BCFSC has postponed classroom training until it is safe to get back into the classroom. Alternatively, there are many online courses we offer which provide companies and employers with a safe option for training during the COVID crisis.

We have free, high-quality web-based training you can do from home designed for owner/operators, supervisors and employees to get back to work safely.

## Forestry Safety Overview

Do you have workers new to the forest industry?

This course offers forestry basics and includes the importance of incorporating safe practices into forestry work.

Originally developed to support companies seeking SAFE Conversion for their Certificate of Recognition program from other certifying partners, the Forestry Safety Overview training course is also valuable for workers new to forestry.

After completing this **FREE** online training (approx. four hours), participants will be able to:

- Describe basic BC forest sector business operations, such as:
  - Forest industry size, structure and economic impact on BC
  - Land ownership, First Nations consent
  - Bidding processes
  - Regulations pertaining to forestry operations in BC
  - Safety management system implementation
- Recognize safety culture in the forest sector and the role of the BCFSC

A certificate of completion is provided after finishing the course. For more information and to access the enrollment form, visit [www.bcforestsafesafe.org/node/2904](http://www.bcforestsafesafe.org/node/2904)

## Serious Incident and Fatality Investigation

If the worst happened, are you prepared to conduct an investigation that would meet WorkSafeBC requirements?

Do you know what's involved?

The BCFSC offers a **FREE** online Serious Incident and Fatality Investigation course that provides instruction on how to complete investigations for incidents involving serious injuries or fatalities.

These types of incidents often involve different agencies such as the RCMP and Coroners Service. Employers should understand the roles and responsibilities of these agencies at the workplace.

Upon completing this course, participants should be able to:

- Follow the BCFSC's five-stage Incident Investigation Model
- Describe serious incident or fatality investigation skills
- Describe the roles of outside authorities in an investigation



- Understand the initial response steps to a serious incident or fatality
- Describe WorkSafeBC's reporting requirements following a serious incident or fatality
- Identify and describe helpful resources available to support you and others affected by a serious incident or fatality in the workplace

A certificate of completion is provided after finishing the course. For more information and to access the enrollment form, visit [www.bcforestsafesafe.org/node/3179](http://www.bcforestsafesafe.org/node/3179)

## Supervising For Safety from WorkSafeBC

This **FREE** online course is aimed at supervisors in any industry. It is designed to help supervisors understand their responsibilities and discover how to be more effective by championing workplace health and safety. It is designed for participants to learn at their own pace and select topics they want to explore including:

- Safety management systems
- New and young worker education and training
- Impairment
- Incident analysis
- Claims and disability management, and more.

For more information, visit the WorkSafeBC website [www.worksafefbc.com/en/resources/health-safety/interactive-tools/supervising-for-safety-course?lang=en](http://www.worksafefbc.com/en/resources/health-safety/interactive-tools/supervising-for-safety-course?lang=en)

Below is a full list of BCFSC's online training courses.

- Combustible Dust Hazard Training for Workers
- Managers and Contractors
- SAFE Companies - Individual Owner Operator (IOO)
- Occupational Health & Safety
- SAFE Companies - Small Employer (SEBASE/ISEBASE)
- Occupational Health & Safety

We also offer knowledge units for:

- Log Truck Driver
- Entry Level Forest Worker
- Grapple Yarder Operator
- Hook Tender
- Landing/Utility Person
- Tower Operator
- Rigging Slinger
- Chokerperson

For course information and registration details, visit [www.bcforestsafesafe.org/training.html](http://www.bcforestsafesafe.org/training.html) 



# Inspection of Light Duty Pickup Trucks

By Christopher Walker, Owner and Lead Instructor, Overlanding BC Professional Training

Light duty vehicles, typically pickup trucks, are regularly used in forestry and especially on resource roads across BC. As road surfaces change, moving from paved to unpaved roads, these vehicles experience high mechanical stress throughout their lifecycle.

Vehicle inspections are vital and every vehicle operator should perform daily inspections at the start of their shift AND an abbreviated inspection at the end.

We all know it is important to perform a pre-trip inspection on any commercial work vehicle. It is the driver's responsibility to conduct and record a thorough walk around to determine whether the vehicle is safe to operate on public roads and is within the standards set by the Motor Vehicle Act and **WorkSafeBC's Occupational Health and Safety (OHS) Guidelines**.

The employer is also responsible to make a record of these inspections and safely store these reports for future reference for record keeping, maintenance purposes and/or, if required, inspection by relevant authorities. We recommended downloading **BCFSC's Vehicle Inspection Check-list** to assist with pre-trip inspections.

An inspection will determine whether the vehicle is fit for purpose and safe to use. Designated individuals, typically the vehicle operator, within a company can perform these inspections. The operator does not have to be a certified automotive mechanic, but should be trained in-house, or complete the BCFSC Resource Road Light Truck Driver course. During the inspection, look for defects that would render the vehicle unsafe or out-of-service until the faults are fixed by either the vehicle operator or a certified automotive mechanic (if required). Also look for easily remedied defects such as dirty lights, low coolant levels and so on and resolve them.

After the pre-trip inspection is done, we often miss the need to conduct further vehicle inspections during the course of a shift or day. The operator should continue to make ongoing assessments throughout any period the vehicle is in use.

If there is a change in the vehicle's performance, for instance, unusual and unfamiliar noises, feeling things change,

wobble or shake, warning lights and so on, it is important to remain focused on the driving task but still monitor its "health" while driving. Any change that falls outside of the vehicle's "normal condition" should be inspected before a possible defect leads to a dangerous situation. Pull over to a safe, flat area, secure the vehicle from moving and set up your safety zone using warning triangles, etc. to alert others of a vehicle on the roadside. Communicate your situation via radio on the relevant RR channel and engage your response plan. When safe to do so, inspect the vehicle. Any defects that can't be rectified by the driver or passengers safely would require calling for further assistance from the company, a third-party mechanic or a tow service.

## Further Check and Inspections

Aside from the initial pre-trip inspection, further checks are recommended and can be performed in moments. These checks will help ensure your vehicle is as safe as possible for the upcoming trip conditions that may evolve throughout a shift such as weather changes. Consider the following:

1. When leaving a paved surface and driving onto an unpaved road:
  - Ensure that you are on the correct RR or VHF channel.
  - Re-check all secured loads inside and on the bed of the vehicle, including things like open fluid containers.
  - Engage locking hubs (if equipped) and four-wheel drive (4wd) (if required) and ensure the 4wd mode selected is working with no warning or blinking lights.
  - If 4wd is required, engage high- or low-range as necessary for greater control and to reduce wear-and-tear of drive train and tires.
  - Ensure tire pressure is correct for the resource road conditions. It may be necessary to slightly reduce air pressure for better traction and ride quality.
  - Install chains if icy or snowy conditions are encountered.
  - Turn on daytime running lights for added visibility of your vehicle.
  - Deploy warning whip flag if required.

2. When returning to the paved road:
  - Re-check all secured loads inside and on the bed of the vehicle.
  - Ensure all lights are working and clear of dirt, dust or debris.
  - Ensure all windows & mirrors are clear of dirt, dust or debris, and are not cracked / chipped in a condition that could impede the driver's vision or violate the regulations of the Motor Vehicle Act.
  - Ensure license plates are clear of dirt, dust or debris.
  - Re-inflate tires to road / manufacturer's recommended pressure.
  - Thoroughly check tire integrity including inspecting inside sidewalls for damage.
  - Ensure mirrors are re-adjusted after road vibrations.
  - Re-torque lug nuts if a spare tire was required.
  - Disengage 4wd for greater control and to reduce wear-and tear on the drive train and tires and ensure the 2wd mode is working with no warning or blinking lights.
  - Ensure brakes and wheels are free of dirt or debris that may impede braking efficiency and / or change the balance of the wheels causing dangerous vibrations and potential vehicle control issues.
  - Ensure the mud flaps are clear of dirt and debris so it is not flung across the road or highway creating danger to others.
  - Ensure floor mats are clear of dirt and debris so the pedals are not operationally hindered.
  - Stow warning whip flag if deployed.
  - Do a mental check. Are you still ok to drive? Is there another occupant who could drive if you are too tired, etc.?
3. Post-trip/shift inspection. Conduct a full vehicle walk around to inspect the following (but not limited to):
  - Dashboard warning lights.
  - Check the integrity of mirrors, windows and vehicle lights to ensure they are working properly and are not cracked / chipped in a condition that could impede the driver's vision or violate the regulations of the Motor Vehicle Act.
  - Re-check tire integrity for damage, including inside sidewalls. Do not forget the spare.
  - Check fuel levels.

*Continued on page 14...*

Continued from page 13...

- Check for leaks, smells and vibrations.
- Inspect the body, chassis and bumper integrity.
- Clean out and secure the interior.
- Roll up windows.
- Inspect and re-secure loads within the vehicle and in the bed.
- Do an inventory of safety equipment such as warning triangles, firefighting equipment, etc., and check it is functioning.

A post-trip inspection from one worker is not designed to replace a regulated pre-inspection from another. It is a cursory inspection aimed at detecting any obvious faults or issues. Any defects found should be recorded and fleet maintenance informed so they can fix it.

Checks may seem cumbersome but are crucial in maintaining the safety and integrity of the vehicle, its occupants and other road users. By performing these inspections, we reinforce good safety culture. On occasion, time-sensitive production and operations can quickly push vehicle inspection checks to the wayside. Taking 10-15 minutes to perform a vehicle

check will greatly reduce the likelihood of a dangerous situation stemming from an unsafe vehicle. A good operator will make it a habit and a routine and a good employer will make it a necessary operational procedure.

WorkSafeBC regulations indicate companies and operators are responsible for the upkeep of vehicles and more importantly, the safety of the workers that travel within them.

Look at it pragmatically. If you are tasked to drive a vehicle you may not have driven before, or for a while, you want to ensure it is not only fit to drive but is also safe for occupants and other road users. The beauty of a post-trip inspection is you have done your due diligence in terms of health and safety of the vehicle, if a fault is found, it can be fixed by the company fleet mechanics, or a replacement can be found in advance of the next day's operations reducing potential down time and loss of production. Also consider you may not be driving that same vehicle on your next shift, you may be off sick, the vehicle may be re-assigned to another work-site, and so on. In good faith, you want to leave your assigned

vehicle in a good, safe condition so the next operator can do their pre-inspection without finding fault(s) and use the vehicle safely during their shift.

A good driving safety culture is imperative both with a company and the operator. Pre- and post-inspections and other checks are a great way of ensuring the health and safety of workers and maintaining the quality reputation of a company's safety culture. 🚗

## QR Codes

WorkSafeBC's OHS Guidelines:



[www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-guidelines/guidelines-part-17](http://www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-guidelines/guidelines-part-17)

BCFSC Vehicle Inspection Check-list:



[http://www.bcfscsafe.org/files/files/safety\\_info/fallers-08-05-06-vehicle\\_ins\\_chklst.pdf](http://www.bcfscsafe.org/files/files/safety_info/fallers-08-05-06-vehicle_ins_chklst.pdf)

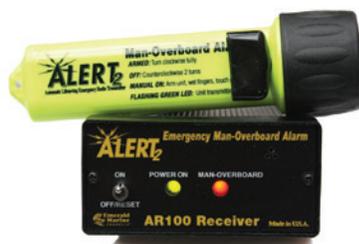
## Transportation Safety

### Mosaic's Marine Alert System

In 2017, Mosaic Forest Management implemented a water safety program in an effort to enhance on-water safety protocols for their marine forestry services. The trial program, using *Alert2 Man-Overboard* transmission technology, was initiated in remote camps in the Johnstone Strait. The initial trial was introduced in areas where Mosaic had one person on the water. Once the product proved successful through practical testing, the safety protocol was expanded in 2018 to all people working around and on the water in all marine-based locations.

The *Alert 2 Man-Overboard Alarm* system uses alert-sensor transmitter and receiver technology which immediately alarms land and/or vessel crews of a Man-Overboard situation. Mosaic implemented the safety technology to ensure remote crews have added safety on the water and the best chance of a successful rescue as time and secluded locations are elevated risk factors in marine-based camps.

The alert technology is simple but very effective. The receiver(s) is installed aboard a vessel or on land and a transmitter is attached to the crews' Personal Floatation



Devices (PFDs). Upon immersion in water, the transmitter instantly sends a radio transmission sounding a loud siren and illuminating a red "Man-Overboard" light. Mosaic enhanced the system with strobes as well to ensure visual signals are received if the audio alert cannot be heard due to hearing protection and/or worksite noise. The receiver can be directly wired to a 12-volt wiring system or connected via optional 110-volt power supply and also has the ability to be wired to automatically shut down a vessel engine and mark a position on a compatible chart plotter. The transmission signals work within two kilometers of a straight line of sight and are immediate as there is no lag time connecting with satellites.



This technology has been a great success for Mosaic's water-safety protocols. The technology was acquired and installed by North Island Communications. To date, only one unit out of eighty has been replaced by the manufacturer when it was triggered by heavy rainfall. The system is easy to install and is low maintenance but the biggest advantage is providing the added safety for crews working on or around water. 🚣



## Marine Forest Safety

by Glenn Budden, Regional Senior Investigator, Fishing Vessels / Marine- Pacific, Transportation Safety Board of Canada

The Transportation Safety Board of Canada (TSB) would like to thank the Marine Forest Safety Advisory Group (MFSAG) and its members for all their efforts to improve safety over the past few years. The group, which was created following the 2016 release of the TSB's investigation report into the foundering and abandonment of the barge *Lasqueti Daughters*, ([www.tsb.gc.ca/eng/enquetes-investigations/marine/2015/m15p0035/m15p0035.html](http://www.tsb.gc.ca/eng/enquetes-investigations/marine/2015/m15p0035/m15p0035.html)) has been active in education and awareness activities and promoting safe operations within the marine components of forestry operations. For example, following the 2019 release of the TSB report into the girding and capsizing of the *George H Ledcor* [www.tsb.gc.ca/eng/enquetes-investigations/marine/2018/m18p0230/m18p0230.html](http://www.tsb.gc.ca/eng/enquetes-investigations/marine/2018/m18p0230/m18p0230.html) (and the release of the TSB's educational video on girding - [youtu.be/VWHdg917hZ0](https://youtu.be/VWHdg917hZ0)), the group discussed the safety issues and disseminated the video within the marine forestry sector. As well, the BC Forestry Safety Council posted a link to the video on the marine safety page of their website ([www.bcforestsafe.org/marine\\_safety](http://www.bcforestsafe.org/marine_safety)). All of this promotion has resulted in over 87,000 views of the girding video to date. Well done!

Following the 2018 release of its investigation report into the grounding of the tug-barge combo *Nathan E. Stewart* ([www.tsb.gc.ca/eng/enquetes-investigations/marine/2016/m16p0378/m16p0378.html](http://www.tsb.gc.ca/eng/enquetes-investigations/marine/2016/m16p0378/m16p0378.html)), the TSB made recommendations to Transport Canada regarding the need for fatigue education and awareness and fatigue-management plans.

In response, Transport Canada has initiated free fatigue-management training sessions designed to raise awareness about the risks associated with fatigue and to provide attendees with mitigating tools and practices that can be adopted. Both the TSB and the Marine Forest Safety Advisory Group are encouraging mariners to participate in this initiative. For more information, contact Allie Clapham at (613) 991-3120, or by e-mail at: [allie.clapham@tc.gc.ca](mailto:allie.clapham@tc.gc.ca).

## Self-Loading Working Group (SLWG) Established

In the first quarter of 2020, the BC Forest Safety Council (BCFSC) hosted three information sessions for self-loading log truck operators with the goal of establishing an industry-led Self-Loading Log Truck Working Group. The need for an industry working group was identified through discussions at the Forest Industry Forum (FIF) whose purpose is to provide an effective mechanism between the BC Forest Harvesting Industry and WorkSafeBC in addressing issues, building stronger working relationships, providing efficiencies for resolutions and communications, and improving safety standards and performance in the forest industry.

The information sessions provided attendees with current occupational issues and provided an opportunity for questions about the establishment of the SLWG. Participation of industry members to form the working group was encouraged to ensure a collaborative industry perspective in the development of solutions that will help reduce the risk of injuries and fatalities to operators.

The outcome of the first meeting of the SLWG, held in Vancouver on February 24, 2020, produced a collaborative Terms

of Reference (TOR). The working group continues to focus on actions that will protect workers of self-loading log trucks primarily during loading and unloading operations in both routine and non-routine activities. These actionable items include: assessment of the need and limitations of guarding equipment and its' implications, Safe Work Procedures (SWPs), inspections and competency of workers.

### SLWG Members:

- Al Taylor - A R Taylor Loading and Hauling
- Trevor Bennett - T Bennett Trucking
- Gerrard Pagani - Stewart Systems
- Ray Hascarl - Galena Contractors
- Brent Giesbrecht - BG Self-loading
- Ken Fear - Fearless Contracting
- Steve Jackson - AH Jackson Corp.
- Earl Houlden - WorkSafeBC
- John Shearing - Mosaic Forest Management
- Mark Cookson - West Fraser
- Trish Kohorst - BC Forest Safety Council

Information about the group can be found at [www.bcforestsafe.org/node/2523](http://www.bcforestsafe.org/node/2523) or by contacting the BCFSC Transportation Safety Department at 1-877-741-1060 or emailing [transport@bcforestsafe.org](mailto:transport@bcforestsafe.org).



## CVSE Initiates Stakeholder Engagement on Electronic Logging Devices

In April of 2020, Commercial Vehicle Safety Enforcement (CVSE) invited stakeholders to provide feedback on the modernizing of safety regulations for Commercial Motor Vehicles (CMV's). Specifically, as of June 12, 2021, commercial vehicles that cross provincial borders must be equipped with an Electronic Logging Device (ELD). In response to these changes to the Commercial Vehicle Drivers Hours of Service Regulations, the province will need to decide what the requirements will be for CMVs operating within BC.

The Log Truck Technical Advisory Committee (LTTAC), an industry-based group comprised of log hauling contractors, provincial agencies, FP Innovations, RCMP and the BC Forest Safety Council (BCFSC) met via teleconference on April 21, 2020 to discuss the groups' perspective on the implementation of ELDs in the log hauling sector. Members unanimously supported the implementation of ELD's and their aim of improving safety in the sector.

Although there are some concerns regarding monthly subscription costs and data privacy, the members were primarily focused on the safety benefits. Working collectively with licensees to support contractors and drivers in compliance with Hours of Service (HOS) can only assist industry as it continues its commitment and collaboration to reduce log hauling incidents.

The LTTAC is committed to working with the Trucking Harvesting Advisory Group (TAG) to support drivers and contractors to reduce this risk. For log hauling, industry needs to adapt to support the notion that drivers should not be working more than 15 hours in a day, the maximum duty day for log hauling, and in fact, should be targeting fewer than 15 hours to be practical.

As an industry committed to improving safety in log hauling operations, we need to ensure drivers have plenty of time to fulfill their duty day even when things don't go as



planned without bumping into the 15 hour maximum. Pressure, resulting in rushing, can be a challenging problem in the sector. Until trucking contractors have confidence that cycle times will be realistically established, and not just under ideal conditions, and that they can approach the licensee with real data (such as is available from ELDs) with the expectation of cycles being adjusted accordingly, safety will continue to be an issue. ELD's will help support trucking contractors and drivers with these issues. 🚚

## Mentors and Mentor Companies Play Key Role in Training New Drivers

The BC Forest Safety Council (BCFSC) is currently working with training providers to offer comprehensive quality industry recognized training based on the Professional Log Truck Driver Program and the Wood Fibre Hauling Safety Group (WFHSG) Driver program. These industry training programs are built to support the development of competent drivers and include a four to six week mentorship providing students with practical driving skills which support the knowledge component from their course instruction.

Both the mentoring companies and mentors play a key role in the training and professional development of new drivers. There is no substitute for the knowledge and skills that can be learned from an experienced driver, and the success of training relies on the participation of experienced industry drivers mentoring new ones. Companies willing to mentor new drivers understand the need for comprehensive training as shown by their commitment to these mentorship-based programs that focus on creating safe, professional drivers.

Mentors have unique competencies and are willing to work with a student and assist them in obtaining the necessary practical skills built from the knowledge and attributes learned from course instruction. While there are many highly skilled and knowledgeable Professional drivers out there, mentoring a new driver requires an additional and unique set of competencies combined with a willingness to share their cab with a student. Mentors should possess;

- Professionalism in all aspects of the occupation,
- Effective communication skills to help support the student through the learning process,
- Patience to work with an individual
- Willingness to adjust to working more slowly in order to accommodate the students' learning,
- And the commitment to working with students for four to six weeks to develop the skills required of a Professional driver.

The Okanagan College Program with groups of students in Oliver and Salmon Arm was the first Professional Driver Program to utilize the resources developed by the Log Truck Technical Advisory Committee (LTTAC) with support from the Trucking and Harvesting Advisory Group (TAG), and the Wood Fibre Hauling Safety Group (WFHSG). The commitment by members of the LTTAC, TAG and the WFHSG was exemplified by their willingness to mentor students. Students were placed with mentors from Munden Ventures Ltd., R&A Logging, Arrow Transportation Systems Inc., Valley Carriers, Sutco Contracting Ltd., D. Jones Trucking Ltd., Inwood Trucking and Agri-Trans Services. Additional opportunities were provided by DCT Chambers.

Building on the success of the Okanagan College Program, the BCFSC is collaborating to deliver similar programs with the College of New Caledonia in both Quesnel and Fort St. James. The current enrollment of six displaced forestry workers in the program at CNC Quesnel is a great indication of how the programs can support retraining of forestry workers impacted by mill closures.

If you are interested in learning more about mentoring, please contact the BCFSC Transportation Safety Department at [transport@bcforestsafe.org](mailto:transport@bcforestsafe.org) 🚚



## Falling Safety Advisors (FSAs)

While our regular field activities and in-person activities are on hold due to the current COVID-19 situation, the government has recognized the forest industry to be an essential service, and as such, any field visit requests will be reviewed on a case-by-case basis. As always, FSAs are available by phone or email for any questions you may have with respect to falling and faller supervision.

<b>Scott Rushton</b>	<a href="mailto:srushton@bcforestsafe.org">srushton@bcforestsafe.org</a>	<b>250-735-2850</b>
<b>David Adshead</b>	<a href="mailto:dadshead@bcforestsafe.org">dadshead@bcforestsafe.org</a>	<b>778-349-5084</b>

### Applications

The BCFSC is still accepting applications for Faller Certification Skills Assessments and Certified Falling Supervisor evaluations. Applications will be processed as they are received and field activities will be scheduled at a later date. Please check our website for applications or email [faller@bcforestsafe.org](mailto:faller@bcforestsafe.org) to request an application.

### BC Faller Certification Card Replacement and Renewals

The monthly renewal of BC Faller Certification cards will continue to be printed and mailed to Fallers whose cards are expiring.

If you have lost or misplaced your current Faller card, please contact us to request a replacement. If you have moved and have not provided us with your new address, please contact us with your current information. A card will be reissued if you did not receive the initial card sent.

**Please note that 'physical' cards will only be printed once a month.** In the meantime, an electronic copy will be provided until a physical card can be printed and mailed.

### Falling Technical Advisory Committee (FTAC)

Work is continuing on workplan items that were generated from the Faller Survey (January 2019). Due to COVID-19, the FTAC group was unable to meet on March 13, 2020 for their quarterly meeting. However, they are continuing to meet remotely, working on finalizing resource packages and other supporting materials.

Work plan items include:

1. Emergency Response Planning (ERP)
2. Support for current New Faller Trainees in the 180 Day Training Period
3. Block Layout
4. Small Crew Supervision
5. Phase Congestion

Resource packages and supporting materials will be available on the BCFSC website in the coming months. Stay tuned!

### New Faller Training

Due to COVID-19, the course scheduled for April 20, 2020 was postponed until further notice.

### BC Faller Training Standard – Competency-based System

Work continues on the Standard with final revisions being applied to learning resources, student manuals, instructor guides and assessment tools. WorkSafeBC is requiring the new faller training course (30 days) be piloted once more before a final review and approval.

Please be sure to take a look at all of the industry relevant COVID-19 resources available on the BCFSC website [www.bcforestsafe.org](http://www.bcforestsafe.org). Updates are ongoing.

If you have any comments or questions, please feel free to contact our office at **1-877-741-1060** or email [faller@bcforestsafe.org](mailto:faller@bcforestsafe.org).





## Intermittent Fasting; Can it provide good health?

By Dr. Delia Roberts

The COVID-19 pandemic has affected the health and economic security of everyone, regardless of profession, culture or citizenship. It's brought our focus towards health in way that has never been seen before in North America. As we move forward from this worldwide crisis, it's a good time to consider the choices we make to practice (or not) healthy behaviors. Intermittent fasting has gained huge media attention as a cure-all, but once again, it's hard to separate out fact from fad, reality from wishful thinking. Here is a look at the current research about the health benefits of fasting and the pros and cons of this approach to feeding.

There are three main ways of using fasting for weight management and health. The first type uses alternating days of fasting (ADF) though a small amount of food (less than 500 calories per day) is sometimes allowed on fast days, alternating with days where there are no restrictions at all. The second type of fasting allows five days of unrestricted feeding, followed by two days of fasting or very low calorie intake (5:2) The third regimen is known as time restricted feeding (TRF), where food intake is allowed only for an eight to ten hour window early in the day, and the individual fasts for 14-16 hours. Often food intake is stopped in the later afternoon or early evening. Right away we can see one of the benefits of intermittent fasting; you don't have to count calories or avoid your favorite foods, the rules are very simple. You can either eat whatever you want, or you can't eat at all.

### Animal Research Shows Positive Outcomes

In a 2019 publication in the *New England Journal of Medicine*, the results of numerous animal studies are presented. Each and every one of them pointed towards fantastic health outcomes when rats and mice are fed strict diets at certain times of day. In these studies the total calories are often quite low and the intervention begins when the animals are quite young. It all sounds pretty convincing - you get to eat your cake, be healthy and live longer too! Unfortunately though, human studies are far less numerous, often conducted with small numbers of people, for short periods of time, with varying protocols, and not surprisingly, show very mixed outcomes. At the very least, it's hard to conduct diet-based studies on humans who engage in all kinds of different behaviors and who don't always stick with the diet that they are supposed to be eating.

### Human Research Shows Mixed Results

Overall, regular periods of fasting seem to shift the body's metabolism away from a reliance on carbohydrates towards burning fats, at least during periods of fasting or very low calorie intake. In obese people, insulin sensitivity is improved, which helps to prevent type II diabetes. Cardiovascular disease risk



factors are also better, including lower blood pressures and in some cases, improved blood lipid profiles. The switching back and forth between burning fats during fasting and carbs during feeding seems to create a tighter control of these processes, increasing the production of antioxidants and lowering the inflammation that can lead to inflammation and atherosclerosis. Fasting also seems to help with basic protein and cellular maintenance; old cells are refreshed, damaged ones removed and their components recycled. This effect has been particularly apparent in the brain, where age and disease-induced damage is reduced and regeneration is improved.

Sounds pretty good, doesn't it? But when we look a little closer, we find that there are problems with reports that sing the praises of fasting. For one, they cite many small studies, and have conveniently glossed over the numerous studies that have not had positive outcomes. For example, if the tests are run on the day after fasting, the results are much better than if they are run after the day where the person binged on pizza and ice cream. And in many of the studies that show weight loss and health benefits, non-fasting days are not actually fast days. In these studies, participants followed a controlled calorie intake, Mediterranean style diet rich in unprocessed fruits and vegetables on non-fasting days.

## The Benefits are the Same as Seen with Any Weight Loss

Metabolically, most overweight or obese people lose weight when on a fasting regimen, which is a good thing! Many of the poor health outcomes that go away with fasting are actually due to the constant intake of excess calories. The problem is, the amount of weight lost is not actually more than people lose when following standard calorie restriction diets – and like with any severe diet, they don't keep the weight off. As soon as normal feeding is resumed, the weight comes back on. At first intermittent fasting it sounds easy; getting to eat what ever you want most of the time, and all you have to do is be really 'good' for a short period of time. But it's really tough to stick with fasting, and it can take a month or two before the hunger, fatigue, confusion and irritability felt with fasting goes away. In fact, up to 40% of participants drop out of these studies, let alone continue on with the fasting protocol beyond the couple of months required by the study. And for forestry workers in high risk situations, any condition that leads to increased fatigue, loss of concentration, confusion, or poor attention can be downright dangerous!

The effects also seem to differ between people who are obese and people who are a healthy weight or even overweight, with the health benefits being tied to the weight loss. In non-obese women, fasting has been shown to cause an increase in insulin resistance, a worsening of blood lipid profiles and severe irritability! In studies with healthy-weight men and women, the stress hormone cortisol also increases. High cortisol has been shown to be linked to poor immune function, muscle mass losses and negative changes in the brain. In addition, in non-obese individuals, food intake following the fast was increased to compensate for any caloric deficit preventing significant weight loss.

## Time Restricted Feeding May Provide a Healthy Alternative

Time Restricted Feeding (TRF) may provide a good alternative to the more difficult programs that require a full day of fasting. In TRF, food is only consumed during an 8-12 hour period, coinciding with daytime and the usual portion of the day where physical activity takes place. The approach is simple to implement and can be introduced in stages to allow for a period of adjustment. At first food can be eliminated following the evening meal, then gradually, the evening meal moved up to the late afternoon or as soon after work as possible. Weight loss is often achieved by the single step of avoiding late night meals or evening snacking. In addition, the few reports that have been published on TRF and weight loss in humans seem to suggest that muscle mass is preserved better than when the weight loss occurs by caloric restriction or fasting.

Metabolic benefits are also achieved with TRF, because many of the body's processes fluctuate with different daytime/nighttime levels (circadian rhythm). This is especially true for the various hormones and functions that result in growth and repair, digestion and in energy production and storage. For example, the insulin response to glucose is different during the daytime when feeding is expected than at night, when at least evolutionarily, people did not eat. This is one of the reasons that workers on night shift often gain weight and have poor health outcomes. Although most of the research is once again from animal studies, the indications are that by using TRF to limit nighttime food intake, many of the metabolic benefits of fasting are achieved. These benefits include improved insulin sensitivity, lower body fat, better cardiovascular health, reduction of neurodegenerative diseases, and less inflammation and better immune response.

PROS	CONS
Simple, you either get to eat what ever you want, or you don't eat at all	Starvation leads to bingeing, and hunger encourages foods that are high in calories and low in nutrients
Higher satisfaction ratings because you get to eat what ever you want	Hunger and restrictions on fast days/hours very hard to stick with (up to 40% drop out rate)
Effective weight loss (3-10% body mass loss)	No difference in the short term from calorie restricted diets, in the long term weight is regained when you stop fasting
Improved health within 2-4 weeks	Changes lost within 2-3 weeks once normal eating is resumed
Animal studies show large improvements in protection against oxidative damage, better tissue repair, improvements in cardiovascular health, diabetes, high blood pressure, cancer, neurodegenerative diseases	Rodents show changes much faster than humans, many of these studies start the treatment with young animals and are consistent as the animal ages. Human trials not as constant
Cultures that include fasting are healthier	Cultures that include fasting have far less obesity. Can't distinguish between body composition and fasting per se
Adaptation to hunger, irritability, fatigue and confusion within 1 -2 months	Hunger, irritability, fatigue and confusion during periods of fasting for up to 2 months
Overfeeding leads to obesity and both lead to poor health outcomes. For people who find it difficult to stick with a balanced diet rich in unprocessed fruits, vegetables and whole grains and low in sugar fasting can be a way to improve health	Doesn't teach normalization of eating.
Periods of energy deficit produce positive cellular adaptations that improve health and slow aging	Exercise is another way to create an energy deficit.

In addition, the different populations of bacteria in the gut also appear to change towards a healthier profile with TRF. Some of the good bacterial species can only flourish in the empty gut and TRF allows sufficient time for them to grow. Not only does this diverse population of bacteria keep the gut healthy, but it seems that they are necessary for gut production of small proteins that have positive signaling effects all over the body. These small molecules act like hormones, improving the health of the heart and lungs, the liver and even in the brain.

Taken overall, there really hasn't been enough good research to say for sure whether fasting lives up to the hype as a dietary strategy for good health. However, what we can say for sure is that running a slight deficit in caloric intake relative to output has many strong health benefits. Fasting is just one way to help balance that equation. What is important though, is that the extreme restrictive nature of fasting makes you more aware of what you eat. If used to improve the nutrient quality of your diet, that's a good thing. If used to become obsessed with food, or to binge on high calorie junk food (high fat and sugar), it's a bad thing. If your body fat levels are high, you have high blood pressure or diabetes, start by giving TRF a try. You might like the results. 🍌



## The BCFSC Kid's Corner and Colouring Contest

Thanks to everyone who entered our colouring contest. We had over 50 entries! **Congratulations to Gunner, age 8**, whose name was picked from our random draw. Take a look at his drawing. Gunner wins the STIHL Toy Chainsaw and we will be sending a special gift pack to everyone else just for entering!



For this month's contest, show us how Sun Smart you are. Colour the picture below and circle five Sun Smart tips the pelican is using to help him keep safe in the sun. Remember slip, slop, slap, seek and slide. Or submit your very own drawing showing safe sun tips you use in the summer. Have your mom or dad, grandma or grandpa or guardian email us a photo of your artwork with your first name and age and we'll put your name into the draw to win another of our STIHL toy chainsaws!

### How to Enter:

- Colour the Sun Smart picture or make you very own drawing
- Have an adult take a picture of your artwork and email it with your name, age and your mom/dad's email address to [editor@bcforestsafe.org](mailto:editor@bcforestsafe.org)
- Submit your entry by 4pm, Monday, July 20, 2020
- Kids aged 3 – 12 are eligible.
- All entries will be put into a draw to win the STIHL Toy Chainsaw. The winner will be contacted via their parent's email address. Contest draw will be made Tuesday, July 21, 2020 at 9am. 🍀



## ABOUT Forest Safety News

**Forest Safety News** is published 4 times per year, in March, June, September and December.

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

For a digital subscription to **Forest Safety News**, please visit our website at [www.bcfsc.org/newsroom/newsletters.html#Forest\\_Safety\\_News](http://www.bcfsc.org/newsroom/newsletters.html#Forest_Safety_News) and register your email address or you can email [editor@bcforestsafe.org](mailto:editor@bcforestsafe.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:

**The Editor**  
**Forest Safety News**  
420 Albert Street  
Nanaimo BC V9R 2V7

Call 1-877-741-1060 or  
email [editor@bcforestsafe.org](mailto:editor@bcforestsafe.org)



**BC Forest Safety**

Safety is good business

[www.bcfsc.org](http://www.bcfsc.org)



100%  
carbon  
neutral

by Hemlock Printers  
[www.hemlock.com/zero](http://www.hemlock.com/zero)



# FOREST SAFETY

SEPTEMBER 2020 • Issue 3 / vol. 7

# NEWS



## In the Know

BCFSC is adding a couple of new items to Forest Safety News. In this issue, we have included a new column titled **What's New** which features links to all the new safety resources and information BCFSC has developed for industry to download and share with employees, industry and safety peers as well as information from industry partners.

In December, we are also adding a new **Ask Me Anything** article where BCFSC Safety Advisors or Subject Matter Experts (SMEs) will answer your safety-related questions. If you have a question you would like to submit, simply email us at [editor@bcforestsafe.org](mailto:editor@bcforestsafe.org) or connect with us on **Facebook**, then look for your answer in the next issue of Forest Safety News. If your question can't wait, contact any of our Safety Advisors by phone or email and we will be happy to talk to you. 📞

Welcome to the Fall 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@bcforestsafe.org](mailto:editor@bcforestsafe.org) or call **1-877-741-1060**.

### What's Inside:

- 1 - 6 Industry News
- 7 - 8 Work-Related Deaths & Injuries
- 9 SAFE Companies
- 10 - 13 Training
- 14 - 16 Transportation Safety
- 17 Falling
- 18 - 19 Health & Wellness
- 20 Kid's Corner
- 21 - 22 Article Web Links

**SAFE Companies**    [safeco@bcforestsafe.org](mailto:safeco@bcforestsafe.org)    **1-877-741-1060**

Region	Field Safety Advisor	Email	Phone
Vancouver Island, South Coast & East Kootenays	Terry Chow	<a href="mailto:chow@bcforestsafe.org">chow@bcforestsafe.org</a>	250-618-1031
Cariboo Chilcotin & Peace Region	Lisa Banner	<a href="mailto:lbanner@bcforestsafe.org">lbanner@bcforestsafe.org</a>	250-713-3705
Central Interior	Mike Pottinger	<a href="mailto:mpottinger@bcforestsafe.org">mpottinger@bcforestsafe.org</a>	778-269-1834
Okanagan & Kootenays	Jerry Kirouac	<a href="mailto:jkirouac@bcforestsafe.org">jkirouac@bcforestsafe.org</a>	250-616-0962
Northern BC & Peace Region	Tyler Bartels	<a href="mailto:tbartels@bcforestsafe.org">tbartels@bcforestsafe.org</a>	250-327-3046

### Falling Safety Advisors - covering all of BC

David Adshead	<a href="mailto:dadshead@bcforestsafe.org">dadshead@bcforestsafe.org</a>	778-349-5084
Scott Rushton	<a href="mailto:srushton@bcforestsafe.org">srushton@bcforestsafe.org</a>	250-735-2850

## What's New

**What's New** is a new feature in Forest Safety News that will provide readers with the latest news, resources and information BCFSC and industry partners have rolled out since the previous FSN issue.

You will find direct links to new safety alerts, industry-specific resources, industry information and more for you to download and/or share with employees, industry and safety peers. We also share this information in real-time as it becomes available by posting it on [Facebook](#), [Instagram](#) and [LinkedIn](#) as well as [tweeting](#). **Follow us on our social media accounts to stay up to date with the latest news.**

Take a look at the latest list of what we have to offer since May 2020.

**COVID-19 Webpage** – since the global pandemic announcement in March 2020, the BCFSC developed a dedicated webpage for industry to access COVID-19 resources and information. As BC moved throughout its four-phased approach, we

*Continued on page 2...*



Continued from page 1...

revamped the page accordingly providing Restart Planning information by organizing information by sector including Harvesting, Transportation, Manufacturing, Silviculture, Contractors and Auditors. This page is updated regularly as new information becomes available.

### Best Practices in Managing Combustible Gas

The Wood Pellet Association of Canada (WPAC)'s Safety Committee has produced an educational video to help operators minimize the risks associated with syngas. The video describes how and where combustible gas will accumulate during the pellet manufacturing process and gives recommendations for reducing risk. We encourage everyone involved in wood pellet manufacturing to take the time to view the video as part of our collective commitment to a safer wood pellet industry.

**Phase Congestion** – There is a new online training resource for Phase Congestion and Safe Phase Integration now available on our Phase Management Resource Page.

**COVID-19 Psychological Support Toolkit for Workers and Supervisors** - COVID-19 has redefined the workplace and brought unprecedented psychological and psycho-social impacts to workers and organizations. The BC Municipal Safety Association has partnered with several Health and Safety Associations including the BCFSC to deliver a FREE Psychological Support Toolkit that includes information packs, checklists, quality resources and access to the Five-Part Virtual Summit and online discussion forums. This new toolkit will allow workers and employers to develop skills to better manage the stressors of COVID-19 by learning how to address problems, apply simple tools and access additional resources and education.

**Submitting SAFE Audits** – SAFE Companies has provided a dedicated webpage to explain the process for submitting audits during COVID-19 safety protocols.

**Training Calendar** – Check out our upcoming online and in-classroom courses. Classroom participants must follow BCFSC COVID-19 safety protocols.

**Safety Alerts** – Alerts provide timely information on incidents and issues which cause, or result in, serious or fatal injuries. The alerts we send by email and

post on our website are intended to raise awareness and educate industry so we can learn from each other's experience and effort. Here are the latest alerts from BCFSC and industry.

- [BCFSC Alert - Dusty Conditions on Forest Service Roads](#)
- [BCFSC Safety Alert of the Month - Wildfire Hazards](#)
- [Industry Alert - Silviculture Operations Hazard](#)
- [Manufacturing Weekly Safety Alert](#)

**To subscribe to our safety alert emails – [Click Here](#)**

**Safety Resources** – BCFSC continues to develop online safety resources for industry. All our resources can be accessed from our website to download and share with employees and crews.

- [MAG Crew Talks](#) - Our double-sided pdf crew talks are sent out weekly with different topics to support your safety conversation at the beginning of meetings, pre-job/shift meetings and/or JOHSC meetings.
- [Healthy Worker Resources](#) – BCFSC has developed a series of resources with Dr. Delia Roberts. Our posters, crew talk sheets and backgrounders offer information on various topics to help encourage workers to maximize their health at work and at home. So far, we have rolled out six key topics on Vision and Hearing, Balance and Agility, Components of Fitness, Blood Pressure and Cardiovascular Health, Diabetes and Fatigue and Sleep Health with four more topics under development.
- [New Falling Resource: Trap Tree Resource Package](#) – The BCFSC Falling Department has just completed a resource package for Fallers and Falling Supervisors working on trap tree projects.

**BCFSC 2019 Annual Report and Ombudsman Report** - our 2019 Annual Report and Ombudsman report is now available on our website.

**WorkSafeBC** – since March 2020, WorkSafeBC has been providing employers and employees with vital COVID-19 safety protocols to help keep workers and workplaces safe, resuming operations and providing updates to employers and employees on regulations, reporting and submission deadlines for industry.

- [Forestry Safety: COVID-19](#) – visit this page to find protocols and guidance for employers in forestry field work.
- [COR Certified Employers](#) - Information update for COR certified employers.
- [WorkSafeBC Announcements](#) – check here for the latest information on WorkSafeBC policy and regulation updates, resource development, risk advisories and more.
- [Enews](#) – subscribe to Insight; WorkSafeBC's policy, regulation and research division e-Newsletter, Health and Safety Enews, Young Worker Enews and more.

**Shift Into Winter** – Winter driving regulations come into effect on October 1, 2020. As we head out of the summer months and into fall and winter, be sure you are prepared for changing road conditions. Visit the [Shift Into Winter](#) website to access safety information and tips on how to keep safe on the road this winter. And don't forget, winter tires or chains are required on most routes in BC from October 1 to March 31. Learn more about winter driving information by [clicking here](#).



# Best Practices in Managing Combustible Gas

Wood pellet plants produce syngas – a highly explosive mix of carbon monoxide, methane, hydrogen and other volatiles – during various stages of the pellet manufacturing process. This combustible gas is produced whenever biomass is subjected to high temperatures in a low-oxygen environment. It often accumulates within enclosed areas such as dryers, ducts, cyclones and piping. If not managed properly, syngas can cause catastrophic fires, explosions and deflagrations and resultant injuries, loss of life and equipment. This phenomenon is equally true for wood and agricultural biomass.

As a result of several recent syngas explosions, the Wood Pellet Association of Canada (WPAC)'s Safety Committee has developed a new educational video titled [Best Practices in Managing Combustible Gas](#) to help operators minimize the risks associated with syngas. Several partners including the University of British Columbia Biomass and Bioenergy Research Group, BC Forest Safety Council, BiomassCanada Cluster and Agriculture and Agri-food Canada provided technical and financial support to help produce it.



[The seven-minute video](#) is packed with vital information. It describes how and where combustible gas will accumulate during the pellet manufacturing process and gives recommendations for reducing risks such as:

- using back-up power during power outages to maintain extraction fans
- considerations for plant design

- determining locations and components that require inspections and regular cleaning to avoid syngas build-up
- using monitoring and alarm systems
- and operator training

We encourage everyone involved in wood pellet manufacturing to take the time to view it as part of our collective comment to a safer wood pellet industry. 🌱

## WPAC research director wins the 2020 Glen Downing Award

Article reprint from Canadian BioMass Magazine  
Women in Forestry Feature  
by Ellen Cools, July 10, 2020

The Canadian Society for Bioengineering/La Société Canadienne de Génie Agroalimentaire et de Bioingénierie (CSBE-SCGAB) council has awarded Fahimeh Yazdan Panah, the research and technical development director for the Wood Pellet Association of Canada (WPAC), the 2020 Glen Downing Award.

Panah received the award for her contributions to engineering for bioenergy and biological systems through her research and leadership activities. The CSBE-SCGAB council noted that in addition to her academic and professional qualifications, she has demonstrated the business acumen, technical expertise and skills necessary to succeed in all of her endeavours.

She was recognized at the CSBE-SCGAB council's virtual annual general meeting on July 21 and will be recognized during the rescheduled CSBE/CIGR conference next May in Quebec City. 🌱



Fahimeh Yazdan Panah presents at the Wood Products Safety Summit in Prince George, BC on June 12, 2019.

# Log Truck Driver's Safety Preparedness Saves Pick-Up Driver from a Fiery Crash

On July 22, 2020 emergency crews responded to a two-vehicle collision near the Nanaimo airport at Cedar Road. At around 6:00am, log truck driver Carl Wilson was hauling his fully loaded truck north on the Trans Canada Highway when he felt a “big bang” at the back of his truck.

After pulling over, Carl soon discovered a pick-up truck had slammed into the back of him and was wedged between the load. Mosaic Forest Management employee Darryl Slater, was driving southbound at the time and came across the accident just moments after impact.

A fire had started underneath the pick-up's hood and Carl quickly engaged his on-board safety equipment using his fire extinguisher to exhaust the flames with help from Slater who also assisted using the extinguisher from his own vehicle. Once the flames were under control enough to safely extract the driver, Carl, Darryl and two workers from the nearby Schnitzer Steel Recycling Facility proceeded to assist him to a safe location and administer a first aid assessment. The driver was coherent and apparently uninjured and able to wait for paramedics to arrive.

Carl then decided it was safe to return to the vehicle and attempt to extinguish the flames further. Darryl assisted Carl once he determined the driver was safe and they attempted to extinguish the fire until the extinguishers were exhausted. The fire began to grow shortly afterwards, and people were directed to move back. Emergency services arrived quickly and extinguished the fire completely and the pick-up driver was taken to hospital.

According to a [CTV news report](#), the North Oyster Fire Captain, Kristopher Hill, said Wilson “Definitely saved his life. The scene might have looked a lot different if he hadn't done what he did.”

Many factors played a part in turning this accident into a good news story. Thanks to Carl's years of experience, his alertness to his vehicle's behaviour, his level-headed assessment of the situation, his quick reaction to access his on-board safety equipment and the teamwork between Carl, Darryl and the two other men from the Schnitzer Steel Recycling Facility, a driver was saved from a life-threatening and potentially fatal incident. 🙏



Source: Darryl Slater, Mosaic



# Supporting Industry Through Improved Digital Communications

By Michele Fry, BCFSC Director of Communications

Whether you embrace social media or not, it is a powerful communications tool. Its widespread influence allows us all to reach out whenever we have something to say, 24/7, to anyone with digital connectivity. But social media platforms are only part of the digital revolution we are witnessing. In the first half of 2020, many organizations, including BCFSC, were required to transform the way our business was conducted by changing the way we communicated. Even in isolation we were able to continue to operate and conduct our day-to-day business by using technology to communicate with one another and share information.



During this time, BCFSC used many digital tools in conjunction with one another to share information. We developed a number of digital resources for COVID-19 safety protocols which were shared on our dedicated COVID-19 webpage and used email blasts and social media messaging including Facebook, Twitter, Instagram and LinkedIn to communicate with industry and encouraged companies to share information with employees, industry peers and across their own social media platforms.

We also made the decision to stop printing our quarterly Forest Safety Newsletter and publish it digitally from hereon in directing people to our website through email messaging and direct links from social media posts, industry shares and digital industry news forums such as [Tree Frog Forestry News](#).

The idea of using social media to just reconnect with high school friends seems quaint now. The impact of using digital communication methods to share information is not just a growing trend but has become the norm for a lot of businesses. The beauty of using digital methods to share information is, that for an organization such as ours, our members have opted to receive this information either by subscribing to receive emails or by following us on social media which means the information we send out is reaching a very targeted audience who are very keen on receiving it.

Using digital communication, we can speak directly to industry, in real time, and are able to share information from industry partners such as WorkSafeBC, Road Safety BC and the BC Wildfire Service. It also opens the door to broadcasting breaking news and sharing information more quickly from advisory groups like MAG, CHAG, WPAC and more. These coordinated efforts of sending information out collaboratively with forestry companies, advisory groups and industry peers help extend our reach on key safety messages and industry news and promotes the consistent application of safety practices across the province.

Social media is changing traditional media: it's an honest fact. Information has shifted to crowd-based influencers interested in information specific to their interests and willing to share this information with their peers. The challenge is finding those influencers who are willing to share your message. As technology grows and expands, our range of communication via social media and beyond is becoming a vital tool for daily social interaction. Digital communication creates opportunity for people to interact with each other in a way that is both helpful in sharing the message and essential to making an impact to Ensure Every Forestry Worker Goes Home Safe. Every day.

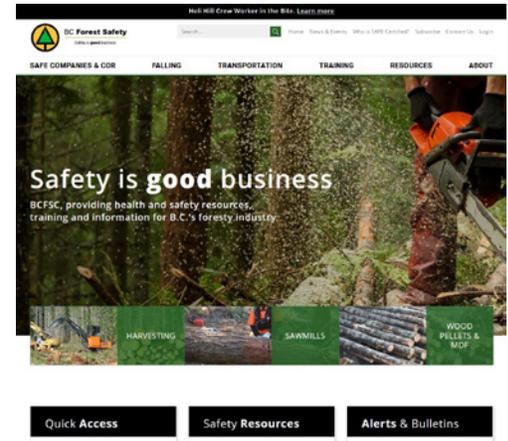
If you haven't done so already, subscribe to our email alerts, follow us on Facebook, Twitter, LinkedIn and Instagram and subscribe to our YouTube channel to stay informed on industry-related news, safety information and new resources that will help keep you and your co-workers stay safe. 🍄

[Email Subscribe](#) • [Facebook](#) • [Twitter](#) • [LinkedIn](#) • [Instagram](#) • [YouTube](#)

## A New Face for the BCFSC Website

Back in December 2019, we announced we were working on a new website for 2020. We engaged a website design firm to re-develop our existing website with a new 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. The anticipated launch date is still targeted for 2020 as we continue to load in content from our old website to our new one.

The revamp of our website was part of our 2020 communications strategy to improve distribution and awareness of industry current best practices, guidelines and standards and be recognized as an industry leader for value-added health and safety and training resources. The development of this new website was a large undertaking but a necessary one to be more mobile friendly and provide better functionality for desktop users. With the integration of our website and our new Customer Relationship Management (CRM) system, we will now be able to offer our website visitors and users a better way of accessing information on their mobile devices or desktop computers. Stay tuned for more on our website launch. 📱



## WorkSafeBC Virtual Public Hearing on Proposed Amendments to the Occupational Health and Safety Regulation

WorkSafeBC will be holding a public hearing on Wednesday, September 30, 2020 on proposed amendments to the Occupational Health and Safety Regulation that affect the forestry industry.

Due to the COVID-19 restrictions currently in place, the public hearing will be held virtually and will be available by live stream in two sessions.

The first session will take place from 11:00am to 1:00pm and the second from 3:00pm to 5:00pm. Details on how to view or participate in public hearings will be posted on [worksafebc.com](http://worksafebc.com) and communicated through e-news by September 1, 2020.

[Click here](#) to view the proposed amendments with explanatory notes relating to the following:

- Part 6 - Restricted entry intervals for pesticide application
- Part 8 - High visibility apparel
- Part 8 - Safety headgear\*
- Part 16 - Mobile equipment
- Part 18 - Traffic control
- Part 21 - Blasting operations

*\*Public consultation for this item closed on July 31, 2020 and WorkSafeBC is reviewing the feedback. Proposed amendments will be posted prior to the public hearing.*

### How to provide feedback

WorkSafeBC welcomes your feedback on the proposed amendments by written submission or by participation at the virtual public hearing. Written submissions will be accepted until 4:30pm on Friday, October 2, 2020.

All feedback received will be presented to WorkSafeBC's Board of Directors for their consideration.

For more information on how to provide feedback on the proposed amendments, please visit [WorkSafeBC](http://WorkSafeBC). 📱

## Cone Zone Campaign Urges Drivers to Slow Down and Pay Attention at Cone Zones

The annual Cone Zone campaign is well-underway to improve the safety of people working along the roadside. The on-going campaign, supported by WorkSafeBC, Work Zone Safety Alliance and the RCMP Lower Mainland District Integrated Road Safety Unit, is in its tenth year and urges employers, workers and drivers to do their part to prevent injuries and deaths of roadside workers.

Roadside work is a dangerous job. Last year, one roadside worker died as a result of being hit by a motor vehicle and 19 were injured. Between 2010 and 2019, 13 roadside workers were killed and 204 were injured.

The risks to roadside workers are high in the summer months as roadside work and traffic levels across the province increases. Traffic is much busier this year as well as many British Columbians are travelling within the province due to the COVID-19 pandemic.

This campaign reminds drivers to slow down when approaching a Cone Zone and to pay attention to instructions from traffic control persons, temporary road signs and traffic control devices. Every worker deserves to go home safely at the end of their shift.

In addition, under the "Slow Down, Move Over" law, drivers should be prepared to reduce speed and move over to an open lane when driving near a vehicle with flashing amber, red, or blue lights (tow, fire, police, ambulance).

As part of the campaign, a traffic enforcement blitz will occur at roadside work zones. Tickets will be issued for violations, such as speeding, disobeying a flag person, or using an electronic device while driving.

Cone Zones are work areas set up by roadside workers to protect themselves and the driving public. Road-maintenance crews, tow truck operators, first responders, municipal workers, traffic control persons, construction crews and other roadside workers all depend on drivers to respect the Cone Zone to keep their workplaces safe.

Look for these major provincial projects that are underway:

- Hwy 91/17 Deltaport Way Project
- Hwy 1 Lower Lynn
- Hwy 4 Kennedy Hill
- Massey Tunnel Project

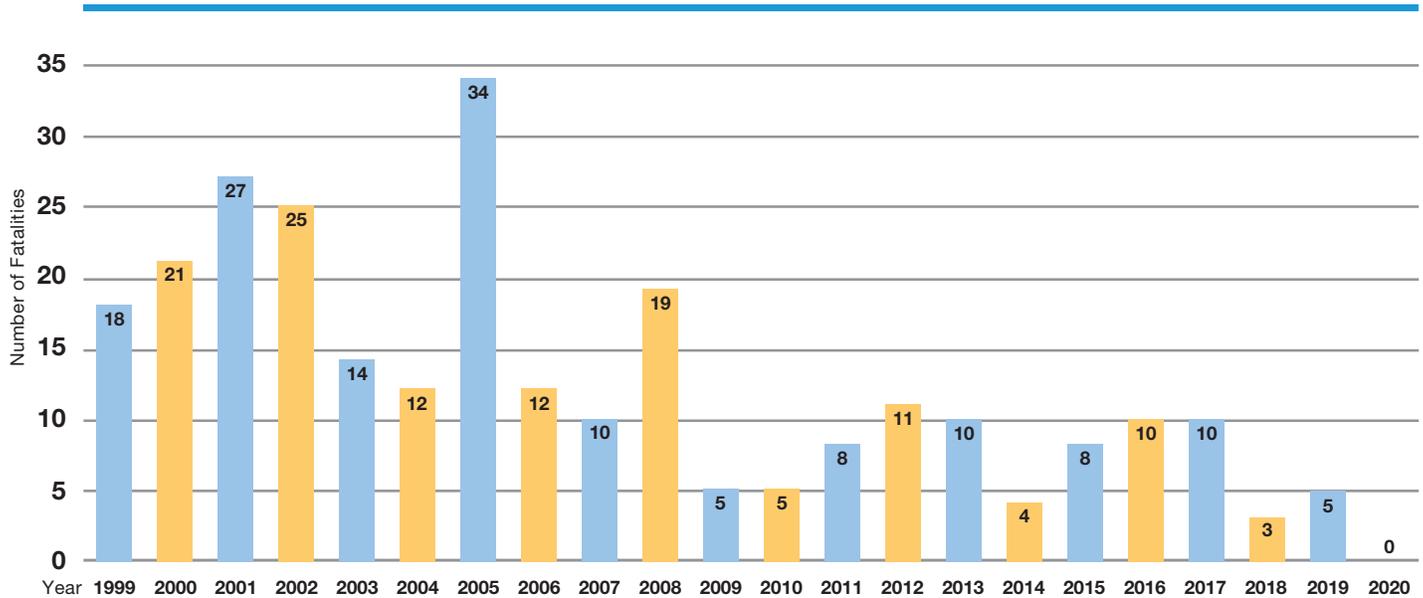
To learn more about the Cone Zone Campaign, visit [WorkSafeBC](http://WorkSafeBC). 📱





## For 2020 year-to-date, there have been no work-related deaths in the BC forestry industry.

### WSBC Accepted Harvesting Work-related Death Claims



This information represents the number of work-related deaths by year in BC, up until July, 2020.

### Recent work-related incidents reported to WorkSafeBC

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

#### HARVESTING

**Injury:** Lacerated arm  
**Core Activity:** Integrated forest management  
**Location:** Vancouver Island/Coastal BC  
**Date of Incident:** 2020-Jul  
 A young worker was climbing a small-diameter maple tree to install the rigging line. The worker was at a height of about 35 feet and was starting to clear limbs with a chainsaw when the chainsaw kicked back.

**Injury:** Lacerations (1 worker); Contusions (1 worker)  
**Core Activity:** Tree services (not directly related to the forestry industry) / Manual tree falling and bucking  
**Location:** Lower Mainland  
**Date of Incident:** 2020-Jun  
 Near a remote worksite, two workers were riding on a single-seat all-terrain vehicle (ATV) on a narrow, off-camber trail. The ATV went off the trail and rolled about 30 metres down a steep (80-90%) slope, landing on railway tracks. The workers, who were thrown from the ATV, fell about 10 metres down the bank. Emergency services responded and transported both injured workers to hospital.

**Injury:** Close call  
**Core Activity:** Logging road construction / Integrated forest management / Field work services  
**Location:** Vancouver Island/Coastal BC  
**Date of Incident:** 2020-Jun  
 An excavator was constructing a logging road in a remote forestry operation. The road construction activities caused a landslide estimated to be 30 metres

(100 feet) wide and 60 metres (200 feet) long. The excavator was caught in the landslide. The excavator operator jumped out of the excavator and escaped with no reported injuries.

**Injury:** Lacerated arm  
**Core Activity:** Integrated forest management  
**Location:** Lower Mainland  
**Date of Incident:** 2020-May  
 A worker was clearing out the brush of a cedar tree using a chainsaw. The saw contacted a branch and kicked back, striking the worker. The injured worker was transported by helicopter to the base of the operation, where an ambulance was waiting to transport the worker to hospital.

**Injury:** Multiple fractures  
**Core Activity:** Helicopter logging / Manual tree falling and bucking / Integrated forest management  
**Location:** Vancouver Island/Coastal BC  
**Date of Incident:** 2020-Apr  
 A worker of the hill crew in a remote heli-logging operation was cutting (splitting)

Continued on page 8...

# Work-Related Deaths & Injuries

Continued from page 6...

a large-diameter log into halves for a helicopter to fly. When finishing the cut of the log, the worker lost balance and one of the two halves of the split log struck the worker. The worker was attended to by on-site first aid, flown out by helicopter, and transported to hospital by ambulance.

## MANUFACTURING

**Injury:** Fractured leg  
**Core Activity:** Planing mill  
**Location:** BC  
**Date of Incident:** 2020-Jul  
A millwright had finished changing out the blades on a wood-chipper and powered up the machine. An upset condition caused the millwright to turn off the wood-chipper and try to open the access door while the chipper was still rotating. It appears that the access door was struck by the chipper blades and thrown against the millwright.

**Injury:** Internal injuries  
**Core Activity:** Sawmill  
**Location:** Lower Mainland  
**Date of Incident:** 2020-Jul  
A worker was conducting maintenance on a lumber sorting machine. The worker fell about 17 feet landing on the concrete and take-away chain.

**Injury:** Close call  
**Core Activity:** Pressed wood product manufacture  
**Location:** Northern BC  
**Date of Incident:** 2020-Jun  
An undetermined event that began near the hammermill at a pellet plant resulted in a fire. The local fire department responded and extinguished the fire that extended from the fan stacks, bed dryer and conveyor system to the hammermill. Some explosion vents in the conveyor delivery system deployed during this event. The bed dryer and two of four fan stacks were destroyed. No injuries were reported.

**Injury:** Close call  
**Core Activity:** Sawmill  
**Location:** Interior BC  
**Date of Incident:** 2020-Jun  
A fire occurred on the lower section of a utility pole in the outdoor log yard of a sawmill. The local fire department put out the fire, and the utility company disconnected and isolated the electrical energy. The cause of the fire is being investigated.

**Injury:** Close Call  
**Core Activity:** Sawmill  
**Location:** Interior BC  
**Date of Incident:** 2020-May  
A fire occurred in the dust silo that feeds the cogeneration plant. No injuries or property damage were reported.

**Injury:** Close call  
**Core Activity:** Pressed wood product manufacture  
**Location:** Interior BC  
**Date of Incident:** 2020-May  
A fire occurred on a conveyor, causing significant damage to a vent stack. The local fire department responded and extinguished the fire.

**Injury:** Close call  
**Core Activity:** Sawmill  
**Location:** Interior BC  
**Date of Incident:** 2020-May  
A flash fire ignited in a sawmill when an arbor bearing of an eight-inch gang saw catastrophically failed. The fire started when shrapnel from the failed drive components cut a one-inch high-pressure hydraulic oil line and oil sprayed onto an ignition source. Workers were evacuated from the building and no injuries were reported. The heat detectors, alarm and fire suppression system fitted in the edger saw room functioned as designed and the fire was suppressed by the automated system. The local fire department responded and secured the fire scene.

**Injury:** Burns  
**Core Activity:** Sawmill  
**Location:** Lower Mainland  
**Date of Incident:** 2020-May  
A worker was operating a front-end loader when it suddenly caught fire. The worker escaped the loader but sustained burns.

## TRANSPORTATION

**Injury:** Soft tissue injuries to leg  
**Core Activity:** Log hauling / Integrated forest management  
**Location:** Interior BC  
**Date of Incident:** 2020-Jun  
A loaded logging truck left the road and rolled over and down a steep embankment. The driver's leg was pinned until workers were able to free the driver from the truck. The driver was treated by the first aid attendant on site, then transported to hospital by ambulance.

**Injury Type:** Undetermined injuries  
**Core Activity:** Log booming or marine log salvage / Integrated forestry management  
**Location:** Vancouver Island/Coastal BC  
**Date of Incident:** 2020-Jun  
During a log-booming operation along a river, a log bundle got hung up on a boomstick. A boom boat (side winder) moved toward the bundle to release it. Reverse current (back-eddy) and river velocity pushed the boom boat against and under the hung-up bundle. The submerged operator was able to grab a cable and pull himself onto the boomstick. A tugboat operator rescued the boom boat operator.

**Injury:** Close call  
**Core Activity:** Log hauling / Wooden post or pole manufacture  
**Location:** Interior BC  
**Date of Incident:** 2020-Feb  
A logging truck driver used a trailer loader (hoist) to load an empty trailer back onto the truck, then pulled away without detaching the hook from the trailer loader. The trailer was pulled off the truck, swung back, and struck the support structure of the trailer loader, causing significant structural damage and shock-loading to the trailer loader.

**Injury:** Fractures and lacerations (1 worker)  
**Core Activity:** Log hauling  
**Location:** Interior BC  
**Date of Incident:** 2020-Jan  
An empty log hauler was travelling on a forest service road to a logging operation. The log hauler failed to negotiate a corner and rolled over an embankment, injuring the driver. The prime contractor for the logging operation transported the driver to hospital.

**Injury:** Close call  
**Core Activity:** Cable or hi-lead logging  
**Location:** Vancouver Island/Coastal BC  
**Date of Incident:** 2020-Apr  
A loaded off-highway low-bed truck carrying a line loader contacted and brought down all three phases of a 138kV power line. A two-pole cross-member structure was severely damaged. 🚫



## 2020 Audit Update

The due date for recertification audits are back to their usual due dates. Maintenance audits are due by year-end but should be submitted as close to your normal time as possible to line up for your next re-certification audit.

WorkSafeBC has released an [update for the COR program](#). It contains the plans and methods for auditing for the balance of 2020.

Regular COR and SAFE Companies audits are expected for the remainder of the year with appropriate COVID-19 safety protocols. This applies to recertification and maintenance audits. Any company that has delayed their regular audit and is now able to conduct and submit one, should do so at their earliest opportunity. Companies typically auditing in the fall of 2020 should attempt to audit in their normal month.

The WorkSafeBC waiver program, where eligible companies were able to receive a one-year extension on their COR and SAFE certificates, ended on August 31st, 2020. Companies that received a waiver will retain it, but no new waivers were processed after August 31st.

For BASE employers, remote video interviews are now permitted as a secondary option when in-person interviews present:

- A risk to the worker or the auditor
- Unusual and significant logistical challenges
- Require an in-person visit to worker's homes
- Or are otherwise restricted by the community or applicable First Nations.

Remote video interviews will NOT be recorded. Virtual observations have been reviewed by WorkSafeBC and will not be allowed by WorkSafeBC in lieu of on-site observations as they cannot be relied upon to confirm or deny that observed tasks meet audit criteria.

If performing a normal audit is unsafe or technologically impractical for your company, please contact our office for advice on maintaining your SAFE certification and/or COR incentive. Email us at [safeco@bcforestsafesafe.org](mailto:safeco@bcforestsafesafe.org) or call us at 1-877-741-1060. 📞

## New BASE Auditor Training Workshop Format

Over the summer, the SAFE Companies and BCFSC training team developed a revised format for the BASE auditor workshop. The update was not only necessary for pandemic control, but also reduces the time requirements for the course by removing the need for student travel.

Several years ago, the course moved from three consecutive classroom-based days to an online, self-paced, fifteen-hour course which included a one day in-person requirement for interview and writing practices. The most recent course update eliminates the in-person requirement. The course has now been changed to seven hours of remote-based learning over the course of three days with small groups and one-on-one remote learning sessions with experienced BASE auditors/instructors. With shorter daily sessions, students will be able to discuss course material learned during their online course and complete course assignments during remote learning sessions and still have time for most of their regular daily duties during their workday. In addition, new COVID-19 safety protocols for auditing and how to effectively perform remote interviews will be covered in the course outline.

Initially, students will be scheduled on a first-come, first-served basis but there will be ample opportunity for flexibility and swapping time slots once participants are provided their initial schedules.



The removal of student travel requirements not only enhances safety, but also reduces additional costs such as mileage, accommodation, meals and extended losses of work time. Auditor students are typically a company's safety coordinator with many other duties to perform, both routine and unexpected. The nature of this session-based course will allow for those safety coordinators to continue reducing the risk of serious injuries and fatalities at their company more effectively.

For more information please visit the [BASE Auditor course](#) on our website. 📞



## Entry Level Forest Worker Training Update

In the March 2020 issue of Forest Safety News, BCFSC featured an article about *Entry Level Forest Worker Training*, a project funded by Province of British Columbia Ministry of Advanced Education, Skills and Training Sector Partnerships Program.

Since then, amid the COVID-19 pandemic, our world has changed. All universities and colleges across BC and Canada shut down for in-person classes affecting tens of thousands of students, including those in Selkirk College's Entry Level Forest Worker Program and creating uncertainty around future post-secondary programs.

As post-secondary pandemic planning continues, the Ministry of Advanced Education, Skills and Training is working closely with all 25 public post-secondary institutions in BC to support their planning for the 2020/2021 academic year. Some of the strategies they are currently developing include:

- The post-secondary sector is developing broad health and safety guidelines.
- Once guidelines are set, each institution will develop individual plans for program delivery which consider the health and well-being of students, staff and faculty.

Many institutions have decided to continue with mostly online course delivery this fall, with hands-on, experiential training where required while practicing physical distancing. Returning and prospective students are encouraged to visit their post-secondary institutions' website for the latest information. Regarding the Entry Level Forest Worker Program, the following are being considered.

### Program Update:

- Revelstoke (Okanagan College) – program completed January 2020.
- Grand Forks (Selkirk College) - paused classroom deliveries due to COVID-19 in March 2020. Information will be available once further options are considered.

Funding is available 2020-2021 to deliver pilot programs at the following post-secondary institutions:

- Vanderhoof (College of New Caledonia).
- Terrace (Coast Mountain College).

Vancouver Island University and North Island College, who are also members of the steering committee guiding this project, have similar programs. At time of publication, Vancouver Island is planning for a 2021 delivery in Woss, BC and North Island College is planning to start October 5, 2020 in Campbell River.

Steering Committee member Jim Magowan, Interfor, Adams Lake highlighted the forest industry is a key sector of the British Columbia economy and it is deemed an essential service during the COVID-19 pandemic response. This entry level training program is critical for the industry's continued contribution to the health and welfare of British Columbians.

BCFSC CEO Rob Moonen comments "This project is a fantastic opportunity to develop and test forestry learning and assessment materials for new workers", adding "this initiative relies heavily on active employer participation and feedback in multiple parts of the project."

To help support this training program, or if you are a potential student looking for information about this funded opportunity, contact any of the post-secondary institutions offering this training directly to find out more.

If you have any questions about the Entry Level Forest Worker Training Program, please contact Allison Thompson, BCFSC Manager Training & Standards.

Learn more about the Entry Level Forest Worker Training Program, visit [www.bcfestsafe.org/files/fsn\\_2020Mar\\_Training.pdf](http://www.bcfestsafe.org/files/fsn_2020Mar_Training.pdf).



*Funding provided through the Canada-British Columbia  
Labour Market Development Agreement.*

# A&G Reforestation Pilots Resource Road Light Truck Assessment Materials

When Sara Keay, Operations Coordinator at A&G Reforestation in Squamish, BC, heard about the work industry members have been doing to develop worker training and assessment materials while she attended our BCFSC Forest Supervisor course, she volunteered to pilot new assessment materials for Resource Road Light Truck driving.

Despite challenges with COVID-19 restrictions this past spring, A&G used the existing assessment materials from the supervisor course and adapted them to their needs to assess the knowledge and skills of 10 A&G drivers. Sara noted A&G has always had solid worker training and assessment practices in place, but the new materials she adapted provided a way for A&G drivers to demonstrate more

depth. For example, those with very basic knowledge know that four-wheel drive (4WD) should be engaged when driving on a resource road. For those with more advanced and practical knowledge, they can illustrate the difference between the two traction modes and expand on why they are important. The competency evaluation allowed for a deeper conversation about high vs. low traction, muddy road conditions, etc.

The competency evaluation is a great tool for indicating where a driver sits on the spectrum of knowledge, skills and attributes. And the assessment summary is great for building gap training programs to address weakness areas and determine where to focus efforts to improve and enhance future training.

“With the additional tools,” says Sara “the driver assessments are now easier for crew leaders to use as the assessment data is captured and tracked using iPads. Information is then summarized for the owners for record keeping and enhancing training plans for A&G workers.”

Through this pilot project, Sara was able to provide valuable feedback to improve the BCFSC course materials. She indicated that overall, these materials hit the mark and A&G plans to continue to use them for future knowledge and skills assessments.

If you are an employer who would like to use these materials, contact Allison Thompson, Manager, Training and Standards at [thompson@bcforestsafe.org](mailto:thompson@bcforestsafe.org) for more information. 📧



## Safe Re-start of Classroom Training

By Allison Thompson,  
BCFSC Manager Training and Standards

In mid-March, BCFSC paused in-class training in response to COVID-19 to help reduce the risk of possible exposure. Since then, we have worked diligently with our course trainers and venue providers to develop enhanced safety protocols to return to in-class training. Our first classroom session resumed July 25, 2020.

To ensure our client's and trainer's safety, we established basic precautions such as physical distancing, hand washing procedures, surface sanitizing and health checks encouraging people to stay home when sick. We also created a flexible refund policy.

The new world of training during a pandemic has resulted in some adjustments to our schedule and venues to meet our strict requirements. As we move forward into more regularly scheduled classroom training, behind the scenes, BCFSC staff is working session-by-session to ensure our venues have solid COVID-19 Safety Plans in place and our trainers, who are safety professionals, are comfortable with all the required provisions. These plans are also shared with our participants when they enroll in classroom courses.

So far, we have delivered two in-class sessions as part of our restart phase. Our Basic Supervisor and Falling Supervisor courses were delivered over the summer. Our Basic Supervisor Training instructor in Campbell River, delivered our first session



after the pause and was pleased with the venue's COVID-19 safety measures and noted the venue provide sufficient room to ensure physical distancing amongst participants. As part of the new procedures, the instructor provided a daily orientation overview on COVID-19 protocols and Provincial Health Guidelines before starting the training demonstrating best practices from other BCFSC training.

As we move forward, we will continue to monitor each classroom delivery and adjust plans accordingly. We are also currently working on adapting some training courses to offer more virtual and online options where possible. Check out our [upcoming courses and training schedule](#) or contact us directly if you have any questions at [training@bcforestsafe.org](mailto:training@bcforestsafe.org) or call 1-877-741-1060. 📞



# Winter Driving

by Chris Walker, Overlanding BC



It won't be long before winter is upon us again, creating often-challenging driving and road conditions. In this article, we'll share some tips for driving in these conditions, dispel a few myths and remind everyone of some ways to safely negotiate while driving resource roads and highways.

Winter driving requires the same safety attitude as it does when driving in any other season. Right from the outset, it's important to approach any driving activity in a methodical and considered manner following safe operating protocols set out by your company and WorkSafeBC. As a driver, you need to take responsibility for your vehicle, its occupants, its load, other road users and the environment - no matter the driving task or season.

Winter brings unique challenges including cold temperatures, fewer daylight hours, more challenging conditions for the vehicle's mechanics, less traction, longer stopping distances, less distance travelled due to slower speeds, equipment requirements such as chains and so on. These challenges are not the only limits to winter driving but should be highly considered as we approach the winter season.

## Preparation

There are several considerations to take into account when preparing for winter driving. Not only should vehicles be equipped and ready to handle winter conditions, but companies and individuals should also prepare themselves. Winter brings fewer daylight hours and often that means vehicles are operating in reduced visibility with poor, dark conditions. This can lead to greater fatigue which ultimately can affect the safety of the driver, other road users and impact production efficiency. A good safety culture and operational planning will take adverse conditions, like reduced daylight hours, into consideration providing more time for journeys and operations with the aim of reducing fatigue and the stress of trying to maintain targets that may be challenging during winter conditions.

Preparation Tips: Ensure your vehicle is properly equipped for winter conditions which will vary depending on your location. Consider the following:

- Correct temperature-rated oils, fuels, lubricants, coolants, fluids and windshield washes
- Supply of de-icers and windshield scrapers
- Cleaning supplies for lights, windows and licence plates
- Winter emergency supplies such as water, food, blankets, etc. for more remote journeys
- More scheduled oil changes and vehicle service maintenance
- Correct winter tires
- Correct size chains and traction aids
- Good working battery

## Safety

When operating in remote locations, especially in winter, it is worth considering the risk factor and whether a journey is necessary at that moment. Before you go, ask these questions:

- What is the weather forecast?
- How are the road conditions?
- What are avalanche conditions?
- Have the roads been plowed / maintained?
- What is the driver's experience level for the conditions ahead?
- Should the driver travel alone?
- Should we send two drivers?
- Can the load be lighter?

Many operations that work in mountainous winter conditions enact protocols for lone drivers that require shorter check-in durations, GPS tracking, further driver training, a higher degree of experience, satellite communications, cold weather gear and equipment, etc. These safety protocols ensure workers are as safe as possible during the journey and during work operations occurring in more exposed weather conditions such as cold temperatures and snow fall. The environment workers are being placed into should be a vital consideration and adapting plans and operational procedures will assist in keeping them safe on their journey. The reality is, if environmental conditions make it harder for workers or an

operation to travel, it also makes it harder for Emergency Transport Vehicles and other rescue services to travel as well.

## Tires & Traction

Using the correct seasonal tires is extremely important. When winter conditions are upon us, vehicles should be equipped to handle driving conditions. Using winter tires or studded tires/chains is imperative. Regular all-season, mud-terrains and all-terrains are not specifically designed to operate in colder conditions, typically below 7 Celsius. The compounds in these tires have far less ability to provide traction on colder surfaces; they stiffen and have less capability to mold to the ground and provide the traction needed. When considering the weight distribution of the entire vehicle is spread amongst four contact patches (the part of the rubber contacting the ground), there is actually very little surface area for the vehicle to gain traction and control. The rubber compounds in winter tires are built for colder temperatures and more difficult road conditions and it is important to use the correct ones. Consider this data: at 30km/h a winter tire will stop 6m shorter on loose snow and 9m shorter on ice than non-winter specific tires. Those numbers increase exponentially with speed. Studded tires can be a great solution but are more suited to compact snow, iced snow and ice.

Tire chains are one of the best solutions in industry and for those travelling regularly in winter conditions. They do come with challenges though and good training in tire chaining is essential for safety. When it comes to chains, consider the following:

- V-bar ladder-style chains often seem to be the best, most durable and most effective. However, they are heavy and more expensive.
- Four is better than two and frankly a must. If you only have two, consider where you should put them – on the rear for climbing hill (for drive traction)? on

*Continued on page 13...*

Continued from page 11...

the front descending (to aid steering and braking)? The challenge of making that choice is that terrain always changes and by not having four chains, or only using two, there may be loss of traction when you need it most. For example, chains on the front tires will cause the rear of the vehicle to break traction and spin around, fast. Two chains on the rear tires can greatly reduce steering and stopping distances.

- Ensure the chains are the correct size for your tires.
- Ensure chains are installed correctly. Secure extra chain and ensure there is no conflict with brake lines, axles, wheel speed sensors and so on.
- When driving with chains, drive slower and don't manoeuvre as tightly or at least try and have the vehicle moving slowly when steering.

## Driving

In winter driving, conditions change quickly and we need to adapt our driving style to suit them. A key aspect in adapting to winter conditions is driving slower than we normally do. Levels of traction can change very quickly, our stopping distances are increased and our ability to react in an emergency situation can be dramatically affected. As a driver, we need look even further ahead, braking sooner when negotiating the roadway, being smoother and gentler on applying the brakes and throttle to avoid any kind of wheel spin or slide. It is good technique to slow the vehicle down well before entering a corner so the weight of the vehicle is distributed more evenly across the four tires, giving it more overall traction. Braking in a corner loads the front tires with more weight, which means a greater chance of traction loss and control in winter conditions. The same can be said with accelerating. Wait until you are clear of the corner to avoid tire spin and oversteering/understeering.

Roadway positioning is an important consideration while driving in winter conditions. Think about the camber / pitch of a road and where your vehicle might deviate in poorer conditions. When travelling straight, the flatter the vehicle the better, and on a corner, a little correct (not adverse) camber can help negotiate the corner.

Other road users are also important to think about while travelling. Evaluate oncoming vehicles, the vehicles in front and behind you and at intersections and

act appropriately to give them space as necessary and to allow them to stop and negotiate terrain in relation to their size and weight.

## Four Wheel Drive & Traction Control / ABS & Other Aids

The conversation around using four-wheel drive or staying in two-wheel drive is very common. In a nutshell, any time you are travelling on a surface with lower traction, you should have your vehicle in four-wheel drive. High or low range depends on how steep or complex the terrain is. Low range is for deep snow, steep terrain and where you require greater control allowed by the lower speeds in low range. There is a common misconception that four-wheel drive is tough on the vehicle and doesn't allow as much control. Modern vehicles are designed to operate in four-wheel drive in all conditions, at most speeds, other than on good traction surfaces such as pavement. The modern drivetrain is built to handle these conditions. By using four-wheel drive, you have all four tires providing traction to propel you AND more importantly, four wheels slowing you when using the transmission correctly to slow you down or descend grades. Another misconception is that Traction Control and ABS (Anti-Lock Braking System) are not good systems. To the contrary, they will far outperform any human in terms of dynamics and effectiveness when propelling or slowing a vehicle. Traction Control is a system designed to redistribute drive torque to tires with better traction than those that maybe starting to spin. When you have mastered its use in your vehicle, it is a brilliant tool. ABS will slow you far faster than cadence or on/off (pumping) braking manipulated by your foot. ABS actually achieves the same outcome but at a far faster rate, and as modern vehicle technology improves, so do these systems. ABS essentially ease up on individual brakes if it senses loss of traction, allowing the tire to rotate again and regain traction before re-applying brake force. This happens hundreds of times a second. ABS can also assist with steering under heavy braking by modulating brake force across each brake independently depending on steering direction input.

One important feature that many light trucks and four-wheel drive vehicles are equipped with is a locking differential. This mechanical device, usually locking the rear axle as one, can allow for more traction.

However, it is important to understand and use this only in straight lines, in deep rough terrain and only when needed, and PRIOR to the moment you might need it. Driving with the differential locked on a winter road as a matter of common procedure can be very dangerous as it dramatically reduces steering capability in low traction environments. Only use it when needed!

## Hazards

Winter driving and summer driving have similar hazards but with their own characteristics that need to be managed. Such hazards may include, but are not limited to:

- Terrain, camber, steep hill grades, reduced sight line distance from snow encased trees or full foliage trees
- Frost lines in corners / shadows
- Low sun level causing potential blinding
- Avalanche or slide paths
- Sudden warming, run off, softening of road surface, pooling of water
- Blinding from oncoming lights and glare of snow / ice
- Lack of visibility in snowstorms, snow or flying debris, or dust clouds behind vehicles
- Less traction, longer stopping distances
- Less experienced road users
- Debris falling from other vehicles (ice accumulation or mud on mud flaps, etc.)

## Other Considerations

Whenever you drive, an important reminder is to ensure pre & post-trip vehicle inspections are thorough and should include any additional equipment and/or supplies necessary for winter driving conditions or any conditions with challenging conditions.

Take into consideration the load you are transporting. If conditions are severely adverse, distribute the load across more units to lighten it which will allow for shorter stopping distances and more chance of success on variable grades.

Lastly, as with any skill, good driver education and prior planning is recommended for a successful trip.

Learn more about the [Resource Road Light Truck Driver Program](#) or visit the BCFCSC website for more information on [Winter Driving](#). 🚗



## Lloyd Inwood Shares his Insight about Inwood Trucking Mentoring New Drivers in the Professional Log Truck Driver Program

By Lloyd Inwood

In January 2020, Inwood Trucking Ltd. took on a mentorship role with the Professional Log Truck Driver Program by mentoring a new driver. Tyler Baker was taking the Okanagan College Professional Driver Program in Salmon Arm and needed a place to complete the six-week mentorship portion of the program.

The program, funded through an agreement between Okanagan College and Project Based Labor Market Training, included the theory resources developed through the Log Truck Technical Advisory Committee (LTTAC), and a six-week mentor program supported by BC FSC's Transportation Department.

Inwood felt Tyler would be a good fit for this profession based on his sense of adventure, his respectful attitude and willingness to learn. Tyler successfully earned his Class 1 license and completed the in-class portion of the program at the Okanagan College in December 2019.

We had two senior drivers, Raven Gordon and Blake Lawlor, who were willing to commit to the BCFSC mentor guidelines to qualify them as driver mentors. Tyler alternated his mentorship weeks between Raven and Blake. Both had an abundance of knowledge to pass on and combining their 44 years of experience in the trucking industry, gave Tyler an invaluable amount of information to get started in his career as a professional log hauler.

Tyler started riding along as an observing passenger, learning radio procedures, loading and unloading procedures as well as many other valuable pieces of information. Next, he advanced to the driver's seat where he got comfortable driving an empty logging truck before hauling his first load. Tyler was hard-working, putting in 15 hours most days and hauling in some of the worst winter conditions during his six-week mentorship giving him a true picture of what hauling logs really looks like in winter months. For someone with no background in trucking, he came to us with a good understanding of the industry thanks to the in-class program and found the mentoring portion vital to understanding the full scope of the job demands.

Historically, a hauling career was passed on from father to son and prior to this mentor program, very difficult to get a start in. But this doesn't seem to be the norm any longer. Having a program like this in place where mentors can pass along their knowledge to the next generation of log truck drivers is crucial. There is no doubt that the right mentors and right candidates are the keys to the success of this program. I like the idea of BCFSC certification for a new hire. I would like to see more companies get involved with this program and more mentors trained. As an industry, we need to do a better job attracting new drivers to our profession. There are many great careers available as a professional driver with good wages to support families. Without programs such as this, our industry is going to see a serious deficit of drivers in the coming years.

It was a great day at Inwood Trucking when Tyler went out on his Practical Assessment. We had reports of his whereabouts the entire day. Everyone was looking out for him and excited for him to be out there on his own. We are happy that this worked out for him and for Inwood Trucking as we now have a new professional driver. Way to go Tyler!

- Lloyd Inwood

Overall, I would recommend the professional log truck driver training program to anyone wishing to become a log truck driver. For me, this opportunity was a great experience as I learned valuable industry and safety-related material. I was glad to have all the support I did throughout the course from my teacher Ted Dillman, to both of my mentors, Raven Gordon and Blake Lawlor. Having two mentors was invaluable as I learned from both of their different training techniques and knowledge. I would like to thank Inwood Trucking for giving me the opportunity to complete my mentorship with them. The best part of this course was the day I got to put my knowledge to the test and go out on my own.

- Tyler Baker

I believe it's beneficial for new drivers to spend time with a mentor to get a good head start learning what to expect versus finding out by trial and error. Six weeks



was a good amount of time to spend with a new driver. It was advantageous to have both Blake and I mentor Tyler as each driver has a different approach which can be helpful to a new driver. Being in the seat beside Tyler for four of the six weeks gave me a good idea of what he was able to handle. Tyler put in the long fifteen-hour days hauling during some extreme winter weather conditions. He drove when we felt he could, and we encouraged him when he felt unsure. Being a mentor is both rewarding and challenging. Always expect the unexpected, like the truck tipping over on over plowed roads. It's good to see someone take what I've taught him and be able to apply that knowledge to get the job done and return safely back home at the end of the day. I feel confident that Tyler will have a long successful career.

- Raven Gordon

Sitting in the passenger seat is difficult, especially when you are used to being by yourself for fifteen hours a day. But mentoring Tyler for two weeks was a great experience. Sharing the mentor role with Raven over the course of the six weeks was a good way to go. Each guy focuses on different areas such as where your wheels are on the road or some other hazard. Mentoring is not only restricted to driving, we also focused on radio communication, being a team player and driver etiquette. I felt part of my role as a mentor to Tyler was to have him work on those three things. Once the other drivers and loader operators found out Raven and I were mentoring Tyler, we received nothing but positive feedback from them. They were all willing to help out, give advice and quite happy to see Tyler was getting the proper training to become a qualified log hauler. I am pleased to see Tyler has taken the skills I've shown him and is using them to thrive in the log hauling industry.

- Blake Lawlor 🚚

# Professional Log Truck Driver Program – College of New Caledonia

After several months of work by the College of New Caledonia to complete an application for funding, a total of eight students will be provided the opportunity to participate in a Professional Driver Program at the College of New Caledonia in Fort St. James. Great news for a community that has been hard hit by the downturn in the forest sector.

The curriculum, developed by the forest industry, includes Class 1 Driver Training and essential skills training and theory. The intended outcome is to ensure that students have been trained to a standard that reflects the extensive skills and knowledge drivers need to safely and proficiently operate commercial trucks in British Columbia. The program is being funded through an agreement between the College of New Caledonia and the Government of Canada and the Province of British Columbia's Project Based Labor Market Training. The recruitment for selecting students began August 4th and will continue to September 11th.

Support from licensees, contractor associations, contractors and mentor drivers will be integral to the success of the program. Mentors play a key role in the training and development of new drivers. There is no substitute for the knowledge and skills already learned by experienced drivers and success of the Professional Driver Program relies on participation by those experienced in the industry to mentor new drivers.

The program seeks to work with local contractors and employers in the forestry or trucking industry who have or may have vacancies. Mentors will help students develop their skills, learn safe work procedures, and establish relationships that will increase the opportunity for employment upon completion of the program.

Information about student recruitment is available through the College of New Caledonia's Academic Advisor Wendy Clement at [clementw2@cnc.bc.ca](mailto:clementw2@cnc.bc.ca) or 250-567-3211.

Industry members and stakeholders looking for more information about the project should contact Project Planner Erin Siemens at [siemense1@cnc.bc.ca](mailto:siemense1@cnc.bc.ca) or 250-567-3201.

Contractors and licensees who are interested in participating in the mentor program can contact Trish Kohorst, Transportation Safety Program Manager at [tkohorst@bcforestsafesafe.org](mailto:tkohorst@bcforestsafesafe.org).

Resources available to industry through the Professional Log Truck Driver Program are available on the BC Forest Safety Council website [www.bcforestsafesafe.org/node/3331](http://www.bcforestsafesafe.org/node/3331).

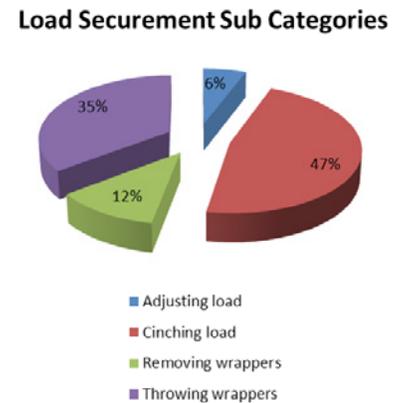
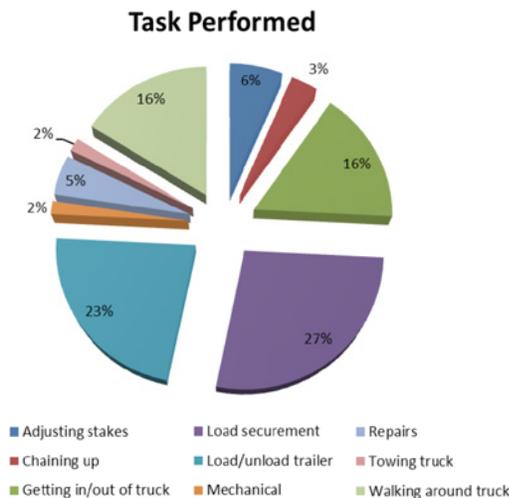


Funding provided through the Canada-British Columbia Labour Market Development Agreement.

## Load Securement Working Group to Focus on Initiatives that will Reduce Load Securement Injuries

The Trucking Harvesting Advisory Group (TAG) and the Log Truck Technical Advisory Committee (LTTAC) are collaborating to better understand injuries that occur 'Outside of the Truck'. LTTAC and TAG have determined that a focus on load securement will assist industry in identifying solutions that will reduce injuries and have established a Load Securement Working Group. The working group is a subject matter expert group initiated by, and reporting to LTTAC and will focus on initiatives that will reduce the risk of injuries to log truck operators during loading and unloading operations in both routine and non-routine operations. This will include assessment of risk, safe work procedures, training, existing and new technology, alternative practices and procedures, and potential impacts to industry.

Data collected from 2016 to 2019 provides some initial insight into identifying the tasks being performed when injuries occur.



With increased focus on load securement by industry and WorkSafeBC, it is important to recognize how and where industry needs to focus initiatives. Somewhat surprising is the number of injuries related to cinching the load. The Contractor Innovation in Load Securement Safety article from the October, 2019 issue of Forest Safety News featured the Inwood Cinch that may help reduce the risk of cinching related injuries to workers.

# Fatigue Project Data Compares Fatigue Events and Predictive Fatigue Scores

The 2019/2020 fatigue study included eight drivers from five fleets in both the log hauling and wood fibre hauling sectors. Seeing Machines in-cab technology was installed in vehicles and drivers were provided with Fatigue Science Readibands.

The purpose of the study was to further understand opportunities the Seeing Machines technology might provide to fleets to prevent fatigue related incidents. Additionally, Readiband data and daily journals were used to identify trends in shift times, duty durations and fatigue events.

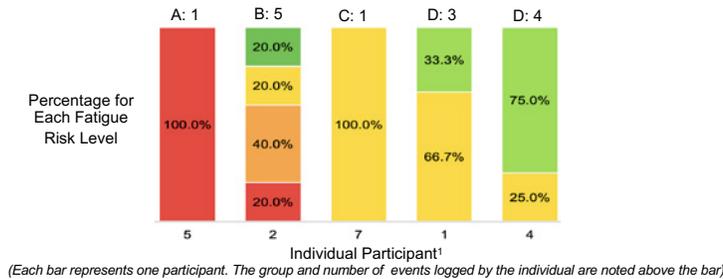
The initial review of the data collected indicated that predictive fatigue scores available through wristband technology can be an indicator of high-risk fatigue events.

## Individual Fatigue Risk Profiles: Fatigue Events



### Distribution of Fatigue Risk: Daytime Fatigue Events

7:00-19:00, 14 Events



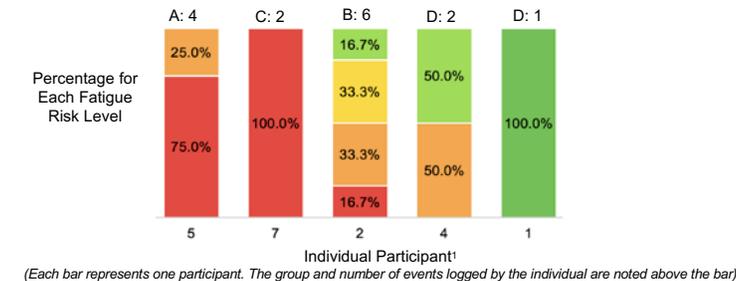
**4 of 14** events during day-time hours registered Readiscores below 70 by **2 of 5** drivers.

**10 of 15** events during night-time hours recorded driver fatigue-impairment for **4 out of 5** drivers.



### Distribution of Fatigue Risk: Night-Time Fatigue Events

19:00-7:00, 15 Events



<sup>1</sup>In order to protect your users' identities, their individual data has been de-identified, and their names replaced by a study ID.

ReadiScore:	0 - 60	60 - 70	70 - 80	80 - 90	90 - 100
Fatigue Risk:	Very High	High	Elevated	Low	Optimal

Over 3,400 hours of cross comparison (Readiband and Seeing Machines) data is currently being analyzed to support industry in identifying opportunities to reduce the risk of fatigue-related events. The final report is expected to be completed by November 2020. 🌱



# Falling



## We're Back!

As of June 2020, our Falling Safety Advisors have been in the field performing various activities including Faller Certifications and company reviews while following strict risk assessments and COVID-19 safety protocols.

To date, the Falling Department has assisted 246 individuals in our falling community for 2020. It has been an unusual year and far from business as usual, however, through some creative thinking and various means, we have managed to continue to support industry where possible.

Our Falling Safety Advocacy Program continued throughout these unprecedented times offering the following services.

- Certifying Falling Supervisors
- Faller & Falling Supervisor visits
- Upgrade training for fallers
- Confidential company reviews
- Critical Incident Investigation support
- Danger Tree Faller Blasting support
- Contract Supervisor Awareness training
- Quality Assurance visits

We continue to offer safety advocacy services from BCFSC Falling Safety Advisors at no charge. Services for other industries may be provided on a fee-for-service basis.

If you are interested in any of the advocacy services listed above, please complete an Application Falling Safety Advocacy Form accessible from our [website](#).

**FALLING**  
Safety Advocacy  
Program Information



BC Forest Safety



## Falling supervisor training in Campbell River

Certified Falling Supervisor, John Jacobsen, recently led a Falling Supervisor training session in Campbell River this past July.

A total of eight participants spent five days learning and practicing the skills required to supervise falling activities including:

- how to develop and update a block falling plan,
- legal requirements of supervising fallers,
- managing and training fallers,
- how to properly complete inspections on fallers using the BC Faller Training Standard,
- and safe coordination of phases within the worksite.



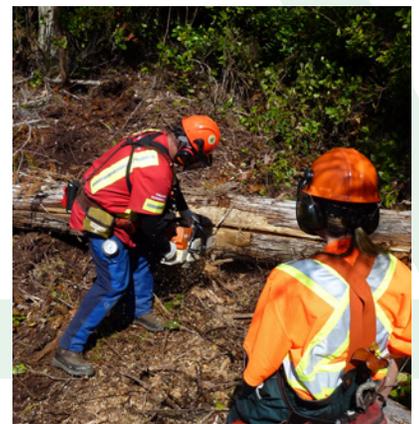
Photos submitted by John Jacobsen

## Trap Tree Resource Package

BCFSC has recently developed a resource package designed for Fallers and Faller Supervisors to safely implement bark beetle trap tree management programs to help mitigate devastating mountain pine beetle infestations. The package provides information on:

- What a trap tree program is.
- What is required to fall trap trees.
- How qualifications to fall trap trees are determined.
- What needs to be in place before work begins.

It is available to download from Resources and Forms in the Falling section of the [BCFSC website](#).





## Coping with the pandemic; staying healthy in times of great uncertainty

By Dr. Delia Roberts

COVID-19 is like nothing we have come across before. It has affected every aspect of our lives, from work to leisure activities, from relationships with family and friends, to our children's education. Even the most basic tasks like shopping for groceries or filling up the gas tank can be unnerving and feel unsafe. None of us could have imagined that we would be facing uncertainty anything like what this pandemic has created. And while here in BC we have managed to keep the pandemic relatively at bay, just a short distance away across the US border, death rates from the virus have reached almost one American every minute!

**All this uncertainty adds up and can affect our health in more ways than one.**

Uncertainty is not unusual in the forest industry. The economic and political ups and downs of harvesting, processing, exporting and preserving BC forests have always presented challenges. So why has everything been more difficult this year? For many, the effects of the pandemic have tipped the scale to the point that we feel overwhelmed and out of control.

Too much stress is never a good thing, but difficult times can also present an opportunity. With the fast pace of normal life, it's often hard to find the time and energy to focus inward and work on our perspective. Yet, most of us can benefit from developing healthy ways of dealing with the anxiety, fear, anger and sadness that can accompany uncertainty. And the great advantage of building those skills is they can be used anytime, anywhere, whether the stress is financial, work-related, personal, driven by poor health or stems from COVID-19.

**Reducing uncertainty in uncertain times: Understand the situation.**

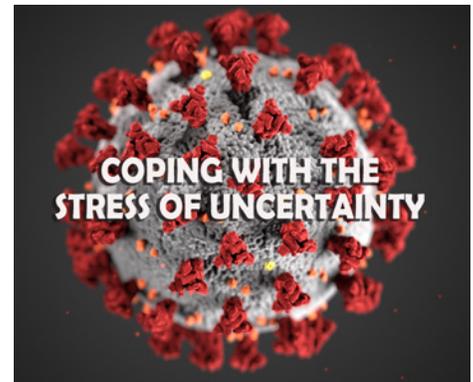
One of the best ways to reduce uncertainty is to seek-out high-quality information about the situation to make good decisions about how to react to the world around you. But we have to be careful about where we get our 'facts',

especially when using social media or searching the Internet. Unfortunately, anyone can create a website, which can sometimes make it difficult to determine whether the information is valid or not. Even sources we normally rely on, like the news, can be distorted these days. When searching for medically-related information, such as how COVID-19 is transmitted, how to protect yourself and your family from catching the virus, how serious the disease actually is and whether or not a safe vaccine is available, websites like the [BC Ministry of Health](#), the [BC Centre for Disease Control \(BC CDC\)](#) and the [Public Health Agency of Canada](#) can be relied upon to present solid, science-based information. If your stress is work-related, talk to your manager. It's much better to know the real situation rather than to rely on rumours. For information about childcare, schools and other community resources, check with your local council, school board or BC government websites.

**Reducing uncertainty in uncertain times: Gaining control.**

Once you have good quality information, you can make a plan of action. It really helps to break the big problem down into small pieces. You most likely won't be able to solve it all at once, but if you can find even a small part that you can act on, you can gain some control. Managing uncertainty is about finding these small measures where you can take positive action. You can't control the economy, world politics, the decisions of your young adult children or other people from spreading COVID-19, but you can control your own behavior. Choose to follow social distancing rules, wear a mask and wash your hands. These things will have an impact in not only reducing your risk of catching COVID-19, but also support your community by reducing the risk of transmitting the disease.

Another great place to gain control is choosing to eat a healthy diet, getting some exercise at least 3 times/week and building good sleep habits. Though



it might be satisfying in the short term, excessive junk food, bingeing on video games or TV, and using alcohol, recreational drugs and tobacco/nicotine will only provide very short-term distraction and can damage your health in the long run. Instead, focusing on keeping yourself physically and mentally healthy will increase your reserve to deal with stressful situations in a positive way. For more information on each of these topics, check out the new [Healthy Worker series](#), past [FSN issues](#) and the other resources available on the [BCFSC website](#). You will find up-to-date quality information on diet, physical activity and many other health-related topics relevant to forestry workers.

If you've been laid off, are working from home, or have lost your usual childcare, the loss of the regular routine can be very undermining. One way to regain some control is to set up a schedule so your day has some structure. Planning your week with time set aside each day for chores, leisure, learning, job hunting, exercise and so on, helps maintain a feeling of accomplishment and being able to influence what is happening in your life.

**Mental Health Check-up**

Mental health is greatly affected by increased uncertainty, even for people who are used to the normal ups and downs life throws at them. It's also a topic that remains sensitive and many people are still uncomfortable talking about feeling sad or anxious or angry. The isolating conditions created by COVID-19 social distancing rules have made this much worse. You might normally live or work in the bush alone but taking away the small social interactions that occur on a daily basis, let alone being able to see and hug loved ones and

*Continued on page 19...*

Continued from page 17..

good friends, has made it much harder to process the uncertainty and keep a balanced perspective. Thoughts seem to get trapped inside our heads and without any of the usual interactions with people, even small problems can circle round and round until they become overwhelming.

It's extremely important to recognize that you may not be as resilient as usual. Take action against isolation by deliberately reaching out to friends and family when you are feeling down, anxious, afraid or angry. You'll most certainly find that you are not alone, and that others are also feeling similarly challenged. Sharing your feelings can help reduce anxiety and break up negative thought cycles. And offering support to others is a great way to feel strong and capable and this giving will come back to you tenfold.

There are times when it is necessary to work with a professional but there are many good resources available to help you develop good skills for managing anxiety. Here are a few suggestions that can help you reduce the amount of anxiety that you experience due to COVID-19.

- Stay connected while self-isolating. There are many ways to connect including phone, video conferencing, email and face-to-face at a distance.

When you can, hug those who are in your close circle. Take time to check in with people you know who live alone and might be more isolated.

- The opposite can be true too. With kids and a partner at home all day, it may be important to find ways to create space from those you live with. Too little room can also increase anxiety and make it difficult to maintain positive relationships. Go for a walk, head to the garage, sit in your car, find a secluded corner or even a closet where you can retreat for a bit of personal time.
- Consider your coping mechanisms. If you need to stop worrying about something that you can't directly affect, talk it out with a friend, put it down on paper, meditate, get some exercise, do some chores, read a book or watch a show (for no more than an hour). If you've found yourself turning to alcohol, recreational drugs or tobacco, [contact one of the help lines available 24/7](#), free of charge. Drugs and alcohol are not solutions, they build dependency and create much larger problems with more serious consequences than the problems they seem to provide an escape from.
- Consider what is really important. Times of uncertainty are good times to think about what really has value to you. How is your health and the health of

people who are important to you? If you have had to cancel your vacation plans, determine which experiences are important to you and whether you create them closer to home. Sometimes social media and society can pressure us into thinking that we actually have to have much more than we actually need or even want. This might be a time to revisit which values are truly important to you and seek out ways to live out those values.

The changes that have occurred because of the pandemic reach every aspect of society. It's doubtful that our lives will ever go back to the way things were; there are many challenges yet to come. Take care of yourself and those around you; together we can get through these difficult times, and hopefully, come out the other side stronger, more resilient and if not better, then at least not seriously damaged by the effects of COVID-19.

- [BCFSC Covid-19 Resources](#)
- [COVID-19 – Psychological Support Toolkit for Workers and Employers](#)
- [Managing COVID-19 Stress, Anxiety and Depression](#)
- [BC CDC](#)
- [Free on-line anxiety management program](#) from Anxiety Canada. Based on well-established Cognitive Based Therapy techniques. 🧠



## Depression: Facing It Head On

By Martin Ridgway,  
Supervisor, SAFE Companies Quality Assurance

My name is Martin and I have depression.

There. I said it out loud. It was scary to say. But it shouldn't be. I don't know why it's different than saying I was doing a stupid stunt and broke my leg, but it is. I'm still me either way.

Late last year, I officially received my diagnosis, but looking back I had symptoms for over a decade. Those of you who have dealt with me are probably very surprised to know I have depression and take meds for it. A few of you are probably thinking it explains my sense of humour. I've been thinking about writing this for four months, but now, in light of everything going on in the world, I felt it was finally time.

What is depression? Well, basically my brain doesn't make a particular chemical (serotonin) as quickly as it needs to, so things don't work as smoothly as they should. It's sort of like diabetes in a way, but for the brain. To help even out their insulin levels, a diabetic person may take several insulin shots a day that vary each time depending on how much and what they eat. For me, I just need to take one small pill daily at roughly the same time each day. It sounds easy when you look at it that way, and it is. Except,

until you start taking the pill, or doing any other treatment, EVERYTHING is hard. Brushing your teeth, explaining why your idea is good or even adjusting the car seat from the last person can be a problem.

Some people find counselling works best for them over medication and some need both. For me, medication worked better but counselling helped in the beginning. You will carve out your own path and might have a different journey from me because your brain is not my brain.

So why am I sharing this with everyone? I want one person to read this and see themselves or someone they care about. Talk to your doctor, call the nurse, connect with your Employee Family Assistance Program (EFAP), tell anyone you trust that you think you might be depressed and would like some help to not feel so lousy all the time. It was both the hardest and the easiest thing I ever did.

Then, when you get through to the far side, and you'll know it when you get there, try to help someone else through too. Someone helped me and now it's my turn. Here is a list of resources:

- [MindHealthBC](#)
- [Bounce Back](#)
- [Mental Health Digital Hub](#)
- [Heads Up Guys](#) 🧠



## The BCFSC Kid's Corner and Colouring Contest

Thanks to everyone who entered our summer colouring contest. **Congratulations to Zyana, age 10**, whose name was picked from our random draw. Zyana submitted her own drawing telling us some cool ways to stay safe in the summer sun. Zyana wins the STIHL Toy Chainsaw and we will be sending a special gift pack to everyone else just for entering!




**Be a hand washing hero!**

Fight germs by washing your hands often with soap and water for at least 20 seconds.  
Sing the Happy Birthday song twice in a row while you wash!

As we head back to school, for this month's contest, we're focusing on school safety tips like washing your hands! Colour the picture of our Hand Washing Hero! Or submit your very own drawing showing some safety tips on how you can stay healthy at school this year. Have your mom or dad, grandma or grandpa or guardian email us a photo of your artwork with your first name and age and we'll put your name into the draw to win another of our STIHL toy chainsaws!

### How to Enter:

- Colour the Hand Washing Hero or make your very own drawing
- Have an adult take a picture of your artwork and email it with your name, age and your mom/dad's email address to [editor@bcforestsafe.org](mailto:editor@bcforestsafe.org)
- Submit your entry by 4pm, Monday, Nov 2, 2020
- Kids aged 3 – 12 are eligible.
- All entries will be put into a draw to win the STIHL Toy Chainsaw. The winner will be contacted via their parent's email address. 🍀



## ABOUT Forest Safety News

Forest Safety News is published 4 times per year, in March, June, September and December.

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

For a digital subscription to Forest Safety News, please visit our website at [www.bcforestsafe.org/newsroom/newsletters.html#Forest\\_Safety\\_News](http://www.bcforestsafe.org/newsroom/newsletters.html#Forest_Safety_News) and register your email address or you can email [editor@bcforestsafe.org](mailto:editor@bcforestsafe.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:

**The Editor**  
**Forest Safety News**  
420 Albert Street  
Nanaimo BC V9R 2V7

Call 1-877-741-1060 or  
email [editor@bcforestsafe.org](mailto:editor@bcforestsafe.org)



**BC Forest Safety**

Safety is good business

[www.bcforestsafe.org](http://www.bcforestsafe.org)



100% carbon neutral

by Hemlock Printers  
[www.hemlock.com/zero](http://www.hemlock.com/zero)



<p><b>BCFSC Facebook Page</b>  <a href="http://www.facebook.com/bcforestsafe/">www.facebook.com/bcforestsafe/</a></p>	
<p><b>BCFSC Instagram</b>  <a href="http://www.instagram.com/bcforestsafety/">www.instagram.com/bcforestsafety/</a></p>	
<p><b>BCFSC LinkedIn Page</b>  <a href="http://www.linkedin.com/company/bc-forest-safety/">www.linkedin.com/company/bc-forest-safety/</a></p>	
<p><b>BCFSC Twitter</b>  <a href="https://twitter.com/bcforestsafety">https://twitter.com/bcforestsafety</a></p>	
<p><b>BCFSC YouTube</b>  <a href="http://www.youtube.com/user/BCForestSafety/playlists">www.youtube.com/user/BCForestSafety/playlists</a></p>	
<p><b>BCFSC COVID-19 Webpage</b>  <a href="http://www.bcforestsafe.org/node/3460">www.bcforestsafe.org/node/3460</a></p>	
<p><b>BCFSC Subscribe</b>  <a href="https://analytics-ca.clickdimensions.com/cn/aav43/SubscriptionMgmt">https://analytics-ca.clickdimensions.com/cn/aav43/SubscriptionMgmt</a></p>	
<p><b>Best Practices in Combustible Gas</b>  <a href="http://www.bcforestsafe.org/node/3509">www.bcforestsafe.org/node/3509</a></p>	
<p><b>Phase Congestion</b>  <a href="http://www.bcforestsafe.org/node/3109">www.bcforestsafe.org/node/3109</a></p>	
<p><b>COVID-19 Psychological Support Toolkit for Workers and Supervisors</b>  <a href="http://www.bcmsa.ca/psychological-support-toolkit-for-workers-and-employers/">www.bcmsa.ca/psychological-support-toolkit-for-workers-and-employers/</a></p>	
<p><b>Submitting SAFE Audits</b>  <a href="http://www.bcforestsafe.org/node/2810">www.bcforestsafe.org/node/2810</a></p>	
<p><b>Training Calendar</b>  <a href="http://www.bcforestsafe.org/fscapps/calendar/calendar.php">www.bcforestsafe.org/fscapps/calendar/calendar.php</a></p>	

<p><b>Safety Alerts</b>  <a href="http://www.bcforestsafe.org/safety_info/alerts_bulletins.html">www.bcforestsafe.org/safety_info/alerts_bulletins.html</a></p>	
<p><b>MAG Crew Talks</b>  <a href="http://www.bcforestsafe.org/node/3420">www.bcforestsafe.org/node/3420</a></p>	
<p><b>Healthy Worker Resources</b>  <a href="http://www.bcforestsafe.org/node/3435">www.bcforestsafe.org/node/3435</a></p>	
<p><b>Trap Tree Resource Package</b>  <a href="http://www.bcforestsafe.org/files/res_TrapTreeResourcePackage.pdf">www.bcforestsafe.org/files/res_TrapTreeResourcePackage.pdf</a></p>	
<p><b>WorkSafeBC (WSBC)</b>  <a href="http://www.worksafebc.com">www.worksafebc.com</a></p>	
<p><b>WSBC Forestry Safety COVID-19</b>  <a href="http://www.worksafebc.com/en/about-us/covid-19-updates/covid-19-industry-information/forestry">www.worksafebc.com/en/about-us/covid-19-updates/covid-19-industry-information/forestry</a></p>	
<p><b>COR Certified Employers</b>  <a href="http://www.worksafebc.com/en/about-us/news-events/announcements/2020/July/information-update-for-cor-certified-employers?origin=s&amp;returnurl=https%3A%2F%2Fwww.worksafebc.com%2Fen%2Fabout-us%2Fnews-events%2F-search%23sort%3D%2540fcomputeditemdate-field343%2520descending%26f%3Anews-events-type-facet%3D%5BAnnouncement%5D">www.worksafebc.com/en/about-us/news-events/announcements/2020/July/information-update-for-cor-certified-employers?origin=s&amp;returnurl=https%3A%2F%2Fwww.worksafebc.com%2Fen%2Fabout-us%2Fnews-events%2F-search%23sort%3D%2540fcomputeditemdate-field343%2520descending%26f%3Anews-events-type-facet%3D%5BAnnouncement%5D</a></p>	
<p><b>WorkSafeBC Announcements</b>  <a href="http://www.worksafebc.com/en/about-us/news-events/announcements">www.worksafebc.com/en/about-us/news-events/announcements</a></p>	
<p><b>Enews</b>  <a href="http://www.worksafebc.com/en/about-us/news-events/enevs">www.worksafebc.com/en/about-us/news-events/enevs</a></p>	
<p><b>OHS Public Hearing</b>  <a href="http://www.worksafebc.com/en/law-policy/public-hearings-consultations/current-public-hearings-and-consultations/september-2020-public-hearing-on-proposed-changes-to-the-ohsr-sept-30-20">www.worksafebc.com/en/law-policy/public-hearings-consultations/current-public-hearings-and-consultations/september-2020-public-hearing-on-proposed-changes-to-the-ohsr-sept-30-20</a></p>	
<p><b>Shift Into Winter</b>  <a href="https://shiftintowinter.ca/">https://shiftintowinter.ca/</a></p>	

<p><b>CTV News Report</b>  <a href="https://vancouverisland.ctvnews.ca/he-definitely-saved-his-life-man-in-hospital-after-pickup-slams-into-logging-truck-near-nanaimo-1.5034510">https://vancouverisland.ctvnews.ca/he-definitely-saved-his-life-man-in-hospital-after-pickup-slams-into-logging-truck-near-nanaimo-1.5034510</a></p>	
<p><b>Tree Frog Forestry News</b>  <a href="http://www.treefrogcreative.ca/news/">www.treefrogcreative.ca/news/</a></p>	
<p><b>SAFE Companies BASE IA Training</b>  <a href="http://www.bcforestsafesafe.org/node/3214">www.bcforestsafesafe.org/node/3214</a></p>	
<p><b>Entry Level Forest Worker Training Program</b>  <a href="http://www.bcforestsafesafe.org/files/fsn_2020Mar_Training.pdf">www.bcforestsafesafe.org/files/fsn_2020Mar_Training.pdf</a></p>	
<p><b>BCFSC Winter Driving Resources</b>  <a href="http://www.bcforestsafesafe.org/node/2456">www.bcforestsafesafe.org/node/2456</a></p>	
<p><b>Professional Log Truck Driver Program</b>  <a href="http://www.bcforestsafesafe.org/node/3331">www.bcforestsafesafe.org/node/3331</a></p>	
<p><b>Inwood Cinch - Load Securement</b>  <a href="http://www.bcforestsafesafe.org/files/fsn_2019Oct_Transportation.pdf">www.bcforestsafesafe.org/files/fsn_2019Oct_Transportation.pdf</a></p>	
<p><b>BCFSC Falling Safety Advocacy</b>  <a href="http://www.bcforestsafesafe.org/node/3054">www.bcforestsafesafe.org/node/3054</a></p>	
<p><b>BCFSC Trap Tree Resource Package</b>  <a href="http://bcforestsafesafe.org/files/res_TrapTreeResourcePackage.pdf">http://bcforestsafesafe.org/files/res_TrapTreeResourcePackage.pdf</a></p>	
<p><b>BC Ministry of Health</b>  <a href="http://www2.gov.bc.ca/gov/content/health">www2.gov.bc.ca/gov/content/health</a></p>	
<p><b>BC CDC</b>  <a href="http://covid-19.bccdc.ca/">http://covid-19.bccdc.ca/</a></p>	
<p><b>Public Health Agency Canada</b>  <a href="http://www.canada.ca/en/services/health.html">www.canada.ca/en/services/health.html</a></p>	

<p><b>MindHealth BC</b>  <a href="http://www.mindhealthbc.ca/">www.mindhealthbc.ca/</a></p>	
<p><b>BC Ministry of Health - COVID-19 Stress Management</b>  <a href="https://www2.gov.bc.ca/gov/content/governments/organizational-structure/ministries-organizations/ministries/mental-health-addictions">https://www2.gov.bc.ca/gov/content/governments/organizational-structure/ministries-organizations/ministries/mental-health-addictions</a></p>	
<p><b>Anxiety Canada</b>  <a href="https://maps.anxietycanada.com/courses/my-anxiety-plan-map-for-adults?_ga=2.180483492.227397676.1596065208-298224561.1596065208">https://maps.anxietycanada.com/courses/my-anxiety-plan-map-for-adults?_ga=2.180483492.227397676.1596065208-298224561.1596065208</a></p>	
<p><b>Bounce Back</b>  <a href="https://bouncebackbc.ca/">https://bouncebackbc.ca/</a></p>	
<p><b>BC Mental Health Support</b>  <a href="https://www2.gov.bc.ca/gov/content/mental-health-support-in-bc">https://www2.gov.bc.ca/gov/content/mental-health-support-in-bc</a></p>	
<p><b>Heads Up Guys</b>  <a href="https://headsupguys.org/">https://headsupguys.org/</a></p>	

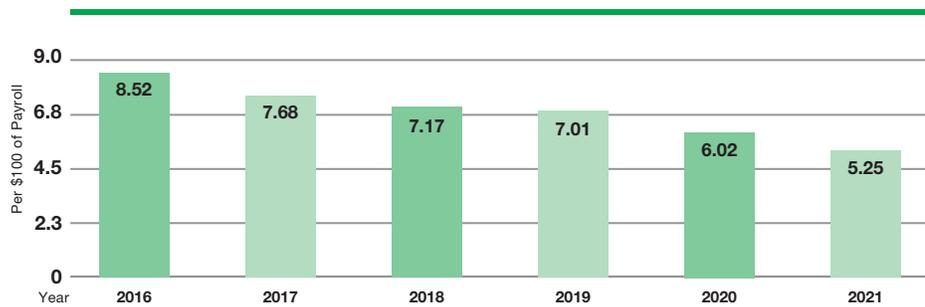


## Preliminary WorkSafeBC Insurance Rates for 2021

For the majority of forestry classification units (CU's), preliminary insurance rates provided some welcomed and positive news for industry.

At the provincial level, WorkSafeBC is projecting the average rate will remain flat at 1.55%. 46% of employers will see a decrease, 43% will see an increase, and 11% will see little or no change to their rates.

**WSBC Average Base Rates for Harvesting**



Forestry	Final 2020 base rate	Preliminary 2021 base rate	Percent change in final base rate	Total number of firms
703002 Brushing and Weeding or Tree Thinning or Spacing	5.35	4.50	-16%	163
703003 Cable or Hi-Lead Logging	5.97	5.12	-14%	47
703004 Dry Land Sort	6.63	5.65	-15%	40
703005 Forest Fire Fighting	5.19	5.62	8%	38
703006 Ground Skidding, Horse Logging, or Log Loading	6.06	5.30	-13%	196
703008 Integrated Forest Management	6.48	5.51	-15%	1,025
703009 Log Booming or Marine Log Salvage	6.05	4.97	-18%	52
703011 Log Processing	6.21	5.31	-14%	221
703012 Logging Road Construction or Maintenance	6.28	5.28	-16%	288
703013 Manual Tree Falling and Bucking	5.94	4.91	-17%	877
703014 Mechanized Tree Falling	6.09	5.14	-16%	189
703015 Shake Block Cutting	6.15	5.01	-19%	33
703016 Tree Planting or Cone Picking	3.60	3.31	-8%	112
703019 Helicopter Logging	6.13	5.04	-18%	19
732044 Log Hauling	8.15	8.20	1%	1,247

Continued on page 2...

Welcome to the Winter 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](mailto:editor@bcforestsafesafe.org) or call 1-877-741-1060.

### What's Inside:

- 1 - 5 Industry News
- 6 - 7 Work-Related Deaths & Injuries
- 8 - 10 SAFE Companies
- 11 - 16 Training
- 17 - 19 Transportation Safety
- 20 Falling
- 21 - 22 Health & Wellness
- 23 Kid's Corner
- 24 - 25 Article Web Links



### BC Forest Safety

Extending you our very best for a **safe** and happy holiday season.

#### BCFSC Holiday Office Hours

- Thursday, Dec 24 8am – 5pm
- Friday, Dec 25 CLOSED
- Monday, Dec 28 CLOSED
- Tuesday Dec 29 8am – 5pm
- Wednesday, Dec 30 8am – 5pm
- Thursday, Dec 31 8am – 5pm
- Friday, Jan 1 CLOSED
- Monday, Jan 4 Regular hours resume



Continued from page 6...

In forestry, the majority of classification units are projected to see an average 15% decrease with two classification units seeing increases of 1% and 8% (see following table for CU details).

WorkSafeBC expects its Board will approve the rates at the end of October, at which time they'll notify you of your final rate by mail.

Since 2014, the harvesting and sawmill sectors saw average WSBC premium rate decreases of 39% and 33% respectively based on 2021 preliminary insurance rates. That translates into more than \$39.7 million in premiums avoided for harvesting and \$13.1 million for sawmills based on 2019 assessable payroll levels - money that forestry companies and

contractors have been able to reinvest into their businesses.

This reduction in insurance rates reflects industry's collective commitment and continuing efforts to eliminate fatalities and serious injuries in the forest sector and reinforces that "Safety is **good** business". 🌲

## What's New

**COVID 19 Update** - On November 19<sup>th</sup>, the Provincial Health Officer announced new province-wide restrictions. Click here for more information.

Take a look at the latest list of what we have to offer since September 2020. Below you will find direct links to safety alerts, industry-specific resources, industry information and more for you to download and/or share with employees, industry and safety peers. We've also posted this information on [Facebook](#), [Instagram](#), [LinkedIn](#) and [Twitter](#) so make sure to follow us on social media and stay up-to-date with the latest news.

**SIFp Campaign** – SIFp incidents are near-miss events with a high risk of **Serious Injury or Fatality Potential**. Reporting these incidents allows the operation to fully investigate the causes and develop controls to avoid these incidents in the future. BCFSC has developed a SIFp campaign with a variety of resources available. Our resources will provide an overview of the importance of reporting SIFp events within your organization and tools to help you implement a reporting process.

**Healthy Worker Series** – BCFSC has completed our Healthy Worker Series for 2020. Get our free posters, crew talk sheets and backgrounders offering information on 10 health-related topics to help encourage workers to maximize their health at work and at home.

### Preventing Phase Congestion

– BCFSC has built a dedicated webpage featuring information, free downloadable resources and online training to help employers, supervisors, contractors and workers better understand how to safely integrate simultaneous forestry activity phases and prevent phase congestion.

**Training Calendar** – Our 2021 Training Calendar offers both in-classroom (with COVID-19 safety protocols in place) and online courses. Start planning your training for next year today.

**Safety Alerts** – Alerts provide timely information on incidents and issues which cause, or result in, serious or fatal injuries. The alerts we send by email and post on our website are intended to raise awareness and educate industry so we can learn from each other's experience and effort. Here are the latest alerts from BCFSC and industry.

- **Fatality Alert** - October 3, 2020. A worker was fatally injured when their vehicle went off a resource road near Houston, BC
- BCFSC Safety Alert of the Month - **See Something, Say Something: Why this Advice Doesn't Always Work and How to Change That**
- Industry Alert - **Faller Struck by Overhead Hazard**
- **Manufacturing Weekly Safety Alert** – click on the link to see the latest alert

To subscribe to our safety alert emails – [Click Here](#)

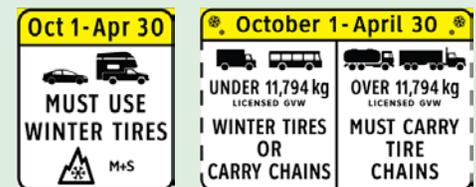
## Industry Links

### WorkSafeBC Announcements

– check here for the latest information on WorkSafeBC policy and regulation updates, resource development, risk advisories and more.

**WorkSafeBC Enews** – subscribe to Insight; WorkSafeBC's policy, regulation and research division e-Newsletter, Health and Safety Enews, Young Worker Enews and more.

**Shift Into Winter** – resources & winter driving tips on how to stay safe on the road this winter.



**Road Safety at Work** – resources, workshops and consulting services to help BC employers and workers build and improve their occupational road safety programs.

**Mental Health First Aid Training** – MHFA training will help prepare participants to provide appropriate support for mental health support until professional help is administered or the crisis is resolved.

**SAFER** – Safety Advisory Foundation for Education and Research funds investigations, studies and the development of research and educational materials to assist workers and employers in the BC Forest industry. 🌲

## BCFSC Resources to Help Industry Implement SIFp Reporting and Management

Earlier this year we told you about some leading work the Manufacturing Advisory Group (MAG) were doing to get ahead of the next safety crisis. Through their collaborative efforts, MAG identified a need to create a shift in incident reporting within industry from a focus on events that only result in injuries to concentrating more on near-miss events with potential to cause a life-altering injury or fatality, otherwise known as a Significant Incident Failure Potential (SIFp).

The BCFSC has recently developed a variety of resources to support MAG member companies to adopt and implement SIFp reporting programs within their respective organizations.

Check out the [SIFp resources on the BCFSC website](#).

Part of the campaign includes a short [SIFp video](#) developed for employers to use at their worksites to help explain SIFp events and communicate the importance of reporting, investigating and sharing lessons from these near-miss incidents.

In addition, BCFSC also created SIFp event crew talks which will be distributed weekly to crew talk email subscribers and through social media. We identified a need to assist supervisors in explaining SIFp events to their crews and developed a SIFp Supervisor Crew Talk with tips on how to deliver an effective way of explaining why SIFp events are so important and how to initiate discussions on SIFp topics. [Sign up](#) for the weekly Crew Talks on our website.

There is also a poster and hardhat stickers to help raise awareness at the worksite. The poster can be downloaded from the SIFp webpage and stickers can be ordered free of charge by emailing [info@bcforestsafesafe.org](mailto:info@bcforestsafesafe.org).

Over the past few months, some MAG members began implementing SIFp incident reporting and investigations into their safety processes. We were lucky to have them share how they implemented SIFp reporting and the benefits of having SIFp reporting as part of their safety management systems.



On October 20, 2020, Troy Withey (West Fraser) hosted a SIFp webinar providing participants with insight into West Fraser Timber's process of instituting SIFp reporting into their company. He provided an overview on the reporting, change management, education, forms, flowcharts and overall benefits that were gained throughout his organization. View the [recorded webinar](#) on our YouTube channel.

Our next SIFp webinar - **SIFP, So Now What? Refining SIFp Principles into a High-Risk Activities Program** - is scheduled for December 16, 2020 from 11:00am - Noon (PST) and will be hosted by Marla Nicol and Kristen Stinson from Conifex. [To register click here.](#)

The BCFSC would like to extend our thanks to MAG for bringing the importance of SIFp reporting into the forefront to help keep workers safe. This precautionary safety focus benefits not only manufacturing but everyone in BC's forestry industry and we encourage all forestry employers and employees to adopt this reporting practice into their day-to-day operations. 🚧

## Plan Ahead for Safe Driving in Winter Conditions

In many parts of BC, drivers are experiencing winter conditions including snow and ice on the roads. With the forecast of La Niña, a climate phenomenon that results in abnormally cooler temperatures, BC is set to experience a cold and wet winter. The Winter Driving Safety Alliance is urging motorists, workers and employers to prepare for winter driving conditions with its annual [Shift into Winter](#) campaign.

All BC drivers and employers with workers who drive for business purposes need to prepare for the winter months ahead. From rain and fog, to snow and ice, winter driving conditions can be dangerous. Even the most experienced drivers are challenged by cold temperatures, slippery roads, and reduced visibility.

In BC, the average number of road accidents where someone is killed or injured due to *driving too fast for the conditions* more than doubles from fall to early winter. On average, the number

increases from 99 in September to 220 in December with a further 28% of all work-related road accidents occurring in November, December and January resulting in injury and time-loss claims.

The [Shift into Winter](#) website provides information on how best to prepare for winter driving as well as information for employers around planning, implementing and monitoring a winter driving safety program. Employers and supervisors can access an [online course](#) and use resources provided in the [employer toolkit](#) which includes a sample winter driving safety [policy](#), recommended [procedures](#) and customizable templates. There is also an online [quiz](#) to test a drivers' and employers' knowledge.

The Alliance encourages drivers and employers to adopt these tips to stay safe on the road this winter:

- Plan ahead and check current road and weather conditions on [DriveBC.ca](#).
- Install a set of four matched winter tires with the 3 peaked mountain/snowflake symbol.
- Give your vehicle a pre-season maintenance check-up.
- Keep an emergency kit in your vehicle.

- Slow down—the posted speed limit is the maximum speed under ideal driving conditions. Reduce your speed below the speed limit and drive with extra care.
- Maintain a safe following distance—look ahead and keep at least four seconds of distance between you and the vehicle in front.
- Invest in winter driving training—learn how to brake safely, get out of a skid, and become familiar with how your vehicle handles in winter weather. [Register](#) and attend a free webinar to learn about practical BC driving tips.

Employers have a legal responsibility to ensure the health and safety of their employees who drive for work, regardless of whether they drive a company-owned or personal vehicle. [ShiftIntoWinter.ca](#) provides information and resources that can help reduce the risks employees face when driving during winter. 🚧



# Mental Health First Aid Training During the Pandemic

The Safety Advisory Foundation for Education and Research (SAFER) Council was created through collective bargaining in 1988 between the IWA (now United Steelworkers) and forest industry employers for the coast and southern interior of BC. It is jointly managed by these groups with a mandate to fund investigations, studies and to develop research and educational materials designed to identify both immediate and potential health and safety hazards or conditions in the BC forest industry.

One of the most recent initiatives SAFER embarked upon was addressing mental health in the forest industry. People spend a great deal of time at work and the negative implications of financial and human costs related to workplace mental health issues can be huge. Mental health issues have broad reaching affects that ultimately impact your physical health and personal well-being as well as those around you.

We know that isolation and loneliness are common consequences of mental health conditions and can be intensified by imposed quarantines due to COVID-19. Research shows mental health illnesses are one of the leading causes of disability. At least 1 in 5 Canadians will experience mental health issues in their lifetime and most will not seek help for these very treatable illnesses because they lack information and are afraid of stigma.

To help address this, SAFER worked with the Canadian Mental Health Association (CMHA) conducting Mental Health First Aid (MHFA) workshops in both Kelowna and Nanaimo. The MHFA program aims to improve mental health literacy and provide the skills and knowledge to help people better manage potential or developing mental health problems in themselves, a family member, friend or colleague.

Using larger venues, SAFER was able to ensure social distancing was in place and face masks were used when appropriate. Over 40 union and management workers from the forest industry attended the two-day workshops.

Grace Cox, Human Resource Manager at Canadian Forest Products, commented on the MHSA workshops. *“Excellent course to help give a person the skills and knowledge to offer first aid intervention and find the appropriate resources that a person in crisis might need.”*

Jeff Roos, President at Interior Forest Labour Relations Association stated: *“The Mental Health First Aid Workshop was very enlightening and helpful to begin to understand how to assist those struggling with mental health related illness, just as we strive to assist those with physical related illnesses. I highly recommend this course to others as a way to deepen our ability to help others and create an open environment to assist people as early as possible in getting the help they require, to be fully healthy and present.”*



Pat McGregor, President of USW Local 1-423 in Kelowna summed up the workshops by saying: *“On behalf of SAFER, I want to thank the CMHA and the participants for making the two day workshop successful and we look forward to sponsoring more of these events. By having a combination of HR, managers, supervisors and hourly workers, we were able to get a broader perspective of the day-to-day challenges that people who struggle with mental health issues have to endure.”*

SAFER has partnered with various industry organizations and education providers to develop valuable resources for the forest industry. Some of the most recent initiatives from SAFER include:

- A video developed with FP Innovations that discusses access/egress on heavy equipment
- Workplace wellness programs
- Logging truck cab guards research with the University of Oregon
- Orientation packages for new sawmill and logging workers
- Mental health and wellness information focussing on mindfulness for forestry workers
- A video interview with Wolfgang Zimmermann, the President of the Pacific Coast University for Workplace Health Sciences
- Visual literacy workshops
- Workplace violence workshops, a continuation of the work the Redshirt Foundation initiated

To learn more about SAFER's Mental Health projects or any of SAFER's safety initiatives, visit the [SAFER website](#). 

# Progressive Khowutzun Forest Services Moves to a Paperless Management System

Khowutzun Forest Services (KFS), owned by Cowichan Tribes, is a BCFSC SAFE Certified forestry company located in the Cowichan Valley. It employs over 60 full-time forestry professionals and offers a diverse range of forestry services from silviculture, wildfire control and most recently, harvesting. As their business model continues to develop, the long-range vision for the organization is to ensure projects are manageable both internally and externally.

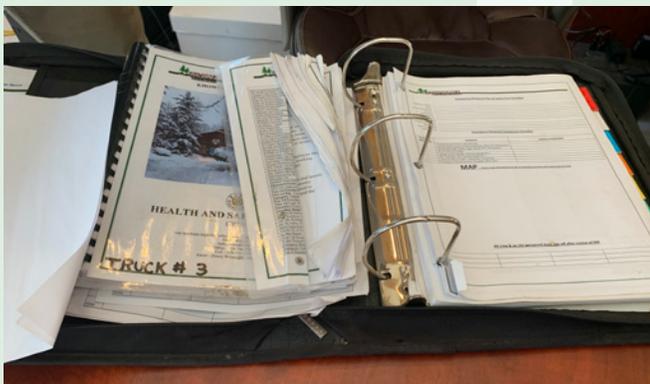
General Manager, Cedar Elliott, recognized that in order to successfully introduce new revenue streams, such as harvesting and log hauling, KFS needed to move to a more progressive style of operations management and introduced a streamlined approach to help improve project management effectiveness and efficiency by going paperless.

*“Each contracted project we take-on requires careful project planning to meet the demands. By using our new paperless system, we eliminate the need for thousands of pieces of paper that need to be filled out, filed and managed for each type of project.”* says Cedar.

Through careful consideration, KFS chose the cloud-based document management and central repository platform, SiteDocs Safety Management, which helps manage key project essentials such as ERP’s, SWP’s maps, scheduling, safety forms, reports, equipment inventory, vehicle management, crew certifications and more. All project-based worksite documents and office-based



Desks piled with paper will be a thing of the past.



Bulky project binders will be replaced with online documents.

administrative paperwork are simultaneously managed online allowing a simplified system of document control.

Each worker assigned to a project has access to the required project-specific documents through their mobile devices, tablets or computers accessible from the mobile app or a web browser. All team members, from management to the site crew, can track the project planning and progression to ensure they have met requirements such as signing documents, certification requirements, accessing updated SWP’s, etc. The system can even flag details that have gone unnoticed or have not been uploaded such as compliance documents, unfilled checklists or forms. Workers can even fill out information while they are offline prompting the system to automatically send it when they are back in cell/wi-fi range.

John Carter, KFS’s Safety Coordinator Consultant, helped roll-out this new system company-wide. He cited the numerous benefits of adopting this paperless system that were not just limited to cost-savings from reducing paper waste and lowering printing costs but also:

- It reduces the need for physical space for cluttered document storage and provides operations with real-time document management with improved accuracy. It reduces the risk to document damage and increases document safekeeping and data security.
- It improves time-management for project managers, operations and supervisors to ensure all required documents are completed without having to sort through multiple binders for several ongoing projects that are full of hundreds of pieces of paper.
- It allows the site supervisors to manage paperwork using one digital device letting them share knowledge and circulate information more easily so they can focus on the work at the site and less on filling in physical paperwork from a cumbersome project binder.
- It provides better reporting and auditing tools for external communications to contracted employers giving the employer peace of mind that their needs are being met.
- It provides a streamlined safety protocol process to maintain crew safety on the worksite and inform the crew of real-time incident reports and improved safety procedures to help reduce injury risks.

*“We care about our employees and this new system allows us to show our care and concern by managing projects more effectively, ensuring our crews are fully prepped for the worksite and that everyone on site is properly certified”* Carter explains. *“We are able to update information and immediately send it out to specific team members or to all of them to make sure they are informed in real-time with the most accurate information.”*

To learn more about how KFS has implemented their new paperless system, contact them at 250-746-4555. 📞



# Work-Related Deaths & Injuries



## SILVICULTURE

**Injury:** Fatal

**Core Activity:** Tree planting or cone picking

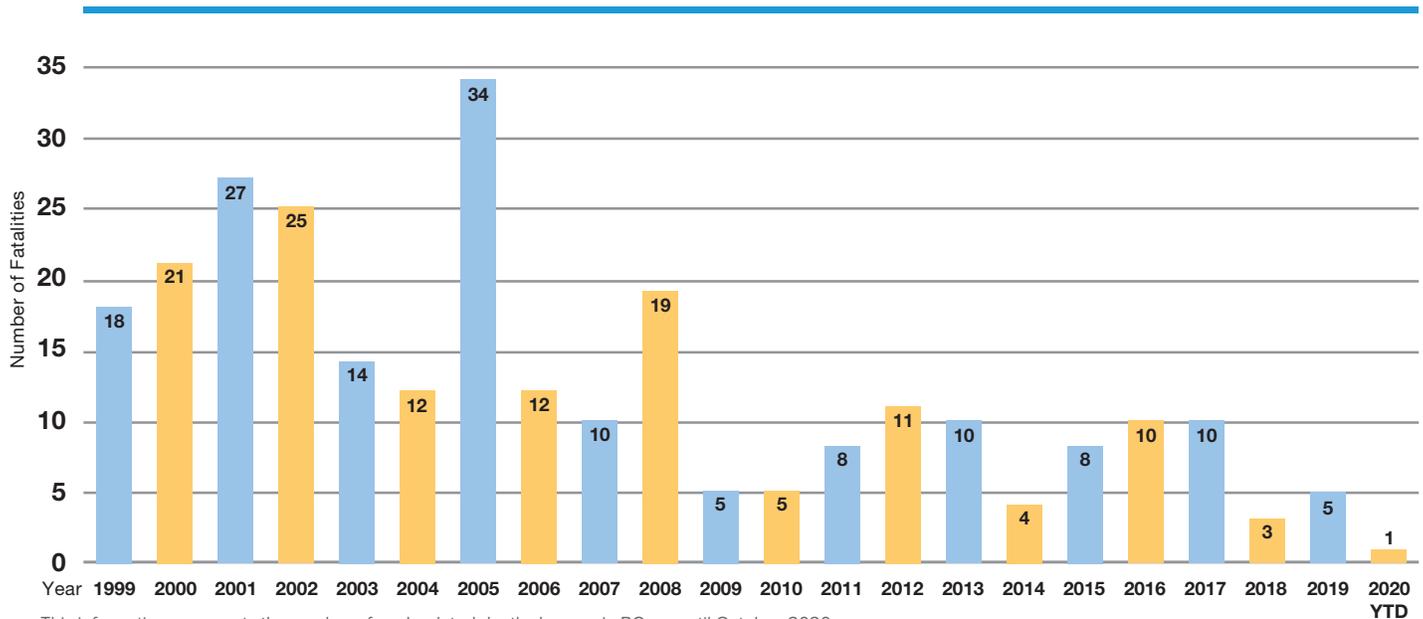
**Location:** Northern BC

**Date of Incident:** 2020-Oct

A silviculture worker missed their scheduled check-in. The employer initiated a search and the vehicle was found overturned down an embankment on a resource road. The worker was found deceased.

There was one work-related death on October 3, 2020 in the BC forestry industry. We extend our deepest condolences to the family and friends of the deceased and our sympathies to all those affected by this incident. This is the first forestry industry fatality of 2020.

## WSBC Accepted Harvesting Work-related Death Claims



This information represents the number of work-related deaths by year in BC, up until October, 2020.

## Recent work-related incidents reported to WorkSafeBC

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

### HARVESTING

**Injury:** Fractured vertebrae

**Core Activity:** Manual tree falling and bucking / Logging road construction or maintenance / Integrated forest management

**Location:** Vancouver Island/Coastal BC

**Date of Incident:** 2020-Oct

A hand faller, working on a road reactivation project, had placed falling cuts in a tree (12 inches in diameter). As the tree started to fall, the faller cleared down their escape trail and turned around to watch for hazards. A thinner tree (5 inches in diameter), about 15 metres away,

uprooted and fell uphill, striking the faller. First aid was administered on site before the worker was flown to hospital.

**Injury:** Contusions and abrasions (1 worker)

**Core Activity:** Integrated forest management

**Location:** Interior BC

**Date of Incident:** 2020-Sep

A yarding crew was repositioning a grapple yarder, with the guylines and haulback line slacked and attached to anchors. As the yarder was moved down the road, the haulback pulled the yarder over, and it toppled off the road and down a steep (74%) embankment. The operator tried to jump off the overturning yarder and landed on the guardrail. The cab of the yarder was undamaged. The injured worker was treated by the employer's first aid attendant and transported to hospital.

**Injury:** Laceration to head

**Core Activity:** Dry land sort

**Location:** Lower Mainland

**Date of Incident:** 2020-Sep

In a log sorting ground, a worker operating a rubber-tired log loader drove into a pothole and hit their head on the windshield of the loader.

The worker was treated on site by a Level 3 first aid attendant, then transported to hospital by ambulance.

**Injury:** Concussion

**Core Activity:** Cable or hi-lead logging

**Location:** Vancouver Island/Coastal BC

**Date of Incident:** 2020-Sep

The operator of a grapple yarder was casting the grapple to reach logs upslope of the road lines. A hooktender was inadvertently struck by the haulback line (wire rope). The injured worker was treated by on-site first aid, then transported to hospital by helicopter.

**Injury:** Suspected carbon monoxide exposure (1 worker)

**Core Activity:** Integrated forest management / Log processing

**Location:** Northern BC

**Date of Incident:** 2020-Sep

When a worker failed to attend a pre-job safety meeting at the beginning of the day on a forestry jobsite, another worker was dispatched to the worker's personal camp shack. The

*Continued on page 7...*

# Work-Related Deaths & Injuries

Continued from page 6...

missing worker was found semi-conscious and disoriented. The worker was transported to hospital by the employer representative.

**Injury:** Upper body fractures  
**Core Activity:** Manual tree falling and bucking / Integrated forest management  
**Location:** Vancouver Island/Coastal BC  
**Date of Incident:** 2020-Sep  
A hand faller had felled a 30 inch diameter tree in a helicopter logging cutblock. As the faller was bucking the tree (cutting it into log lengths), the butt pivoted, striking and pinning the worker. The worker was transported to hospital by helicopter.

**Injury:** Fractured leg, contusions (1 worker)  
**Core Activity:** Manual tree falling and bucking / Integrated forest management  
**Location:** Vancouver Island/Coastal BC  
**Date of Incident:** 2020-Aug  
A hand faller felled a heavy, leaning hemlock tree (84 feet tall, 23 inches in diameter). As the tree struck the ground, the butt of the tree recoiled toward the faller, striking and pinning him. The faller called his falling partner, who cut a 4-foot section off the butt of the tree to free the faller. First aid was provided on site. The faller was then transported to camp in a work vehicle, transferred to medical aid, and taken to hospital.

**Injury:** Internal injuries, fractured rib  
**Core Activity:** Integrated forest management  
**Location:** Vancouver Island/Coastal BC  
**Date of Incident:** 2020-Aug  
A hand faller was falling a fir tree (115 feet tall, 26 inches in diameter) that had a dead tree (58 feet long, 10 inches in diameter) resting against it. When the fir tree fell, the dead tree came down and struck the worker.

**Injury:** Multiple fractures  
**Core Activity:** Integrated forest management  
**Location:** Interior BC  
**Date of Incident:** 2020-Aug  
A worker was operating a tracked shovel logger at a steep slope forestry harvesting operation. The machine became unstable and rolled over twice, coming to rest on its tracks.

**Injury:** Close call  
**Core Activity:** Logging road construction / Integrated forest management  
**Location:** Vancouver Island/Coastal BC  
**Date of Incident:** 2020-Jul  
During new logging road construction at a remote logging operation, an excavator triggered a landslide. The excavator was carried about 30 metres down the slope. The slide then continued for an additional 20 metres. The excavator operator was not injured.

**Injury:** Upper body fracture  
**Core Activity:** Manual tree falling and bucking  
**Location:** Northern BC  
**Date of Incident:** 2020-Jul  
A hand faller was bucking a previously felled tree when a large limb dislodged from an adjacent standing tree and struck the faller. The faller was treated by first aid on site, then transported to hospital in the employer's emergency transport vehicle (ETV).

## MANUFACTURING

**Injury:** Injury to head  
**Core Activity:** Sawmill  
**Location:** Lower Mainland  
**Date of Incident:** 2020-Sep  
An 8-foot-long cant (8 by 8 inches) fell through a double arbor outfeed deck and struck a worker underneath.

**Injury:** Injuries to hand  
**Core Activity:** Sawmill  
**Location:** Northern BC  
**Date of Incident:** 2020-Aug  
A worker was injured while conducting maintenance in the planer area of a mill.

**Injury:** Close call  
**Core Activity:** Sawmill  
**Location:** Lower Mainland  
**Date of Incident:** 2020-Aug  
An unoccupied excavator caught fire while positioned on a pile of cedar trim ends. The fire engulfed the machine and mill workers were unable to contain the blaze. The fire department attended and extinguished the fire.

**Injury:** Crush injuries to foot  
**Core Activity:** Sawmill  
**Location:** Lower Mainland  
**Date of Incident:** 2020-Aug  
A worker was performing maintenance on a double cut-off saw/ring debarker. The worker was testing the machine when one of the worker's feet was caught in a log kicker that had inadvertently turned on.

**Injury:** Soft tissue injuries  
**Core Activity:** Veneer or plywood manufacture  
**Location:** Northern BC  
**Date of Incident:** 2020-Aug  
A loader was unloading a single-bunk logging truck in an inner yard area. The loader approached the truck and grabbed a load of logs. The loader operator elevated the load to clear the bunk stakes, then started to back away from the truck. The loader cleared the stakes and the operator began to turn the loader and swivel the grapple while it was elevated. The loader stopped and the back wheels came off the ground. The operator felt the loader starting to tip over and reacted by attempting to lower the grapple to stop it from tipping but was not successful.

**Injury:** Close call  
**Core Activity:** Sawmill  
**Location:** Interior BC  
**Date of Incident:** 2020-Aug  
A fire occurred in the dust collection system of the debarker line at a sawmill. The automatic deluge system and workers using fire suppression equipment doused the fire, and no injuries were reported.

**Injury:** Smoke inhalation (1 worker)  
**Core Activity:** Sawmill  
**Location:** Interior BC  
**Date of Incident:** 2020-Jul

Several spot fires occurred on the planer line during a run of dry alpine fir. The fires were extinguished by workers on site. The local fire department responded to monitor for hot spots. One worker reported to first aid for smoke inhalation, and a chip conveyor was slightly damaged.

**Injury:** Amputated fingers  
**Core Activity:** Planing mill  
**Location:** Interior BC  
**Date of Incident:** 2020-Jul  
A worker was operating a chop saw to cut dimensional lumber when one hand contacted the saw blade.

**Injury:** Close call  
**Core Activity:** Sawmill  
**Location:** Lower Mainland  
**Date of Incident:** 2020-Jul  
A worker was operating a forklift when the raised load contacted overhead communication lines 20-25 feet below high-voltage power lines. The contact caused a utility pole to list about 45 degrees and the high-voltage lines to droop to about 20 feet from the ground. A power outage occurred but no injuries were reported, and the utility owner responded to repair the damage.

## TRANSPORTATION

**Injury:** Concussion, soft tissue injuries  
**Core Activity:** Log hauling / Integrated forest management  
**Location:** Lower Mainland  
**Date of Incident:** 2020-Aug  
A logging truck driver was securing load binders on a loaded log transporter. During this process, a log fell from the load, striking the driver. The injured worker was treated and transported in the employer's emergency transport vehicle (ETV) by on-site first aid. Emergency services responded and met the employer's ETV on the resource access road and transported the worker to hospital.

**Injury:** Undetermined injuries  
**Core Activity:** Log hauling  
**Location:** Vancouver Island/Coastal BC  
**Date of Incident:** 2020-Jul  
A loaded short-log, eight-axle log transporter lost control on a road (greater than 18% grade), gaining speed for about 200 metres. The driver tried to stop the transporter by driving into the ditch, resulting in a rollover event. The driver received first aid on site and was evacuated by the employer to the highway, then transferred to emergency services and taken to hospital. 🚑



## SAFE Companies Implementing New Systems

By Cherie Whelan  
Director, SAFE Companies

SAFE Companies have been building new software systems to support the SAFE Companies and COR program requirements. With increasing interest from employers who want to be SAFE Certified, we identified the need to upgrade our systems to manage the growth effectively long-term.

When I started in 2016, there were just under 2,600 SAFE Certified Companies. Today, we have more than 3,000 SAFE Certified Companies and the numbers continue to rise. Our current management systems will not be sustainable for the estimated growth in years to come. With tighter timelines and more companies in the mix, certification deadlines, WorkSafeBC COR program reporting deadlines, audit submissions, audit results reporting, etc. become more challenging to manage. A clear solution was to invest in a customer relations management system and audit software to support our clients and provide efficient delivery of our programs.

To explain the need for the system upgrade, I like to use a ditch digging analogy. We were using shovels to build a bigger ditch. But it was filling up too fast and using more shovels and more people was not a viable solution. So, we stepped back, assessed the situation and decided we needed to utilise a backhoe to ensure we could capture the approaching flow.

Our focus is getting our core system needs met and learning how the system works. We are aware some of you may have received notifications that may have been puzzling. The information looked different and may not have contained all the details you were expecting. We are still working through some of the great features this new system offers and are still ironing out some kinks. These new upgrades will ultimately provide us with the ability to remove the administrative barriers of our existing program and free up time for more value-added work to support our clients. The new systems will offer:

- Automated reminders about your SAFE Companies audit due date
- Enhanced Auditor Management systems so auditors are given automatic reminders of audit training requirements and audit submission requirements
- New Online Audit Submission Tools. We are currently building the training tools and resources for this function and will have a dedicated webpage for SAFE Companies clients to use this option if they choose to do so. Some of the benefits these tools are:
  - A faster, more efficient way to enter your audit information
  - A “drag and drop” functionality to upload your audit information
  - An alert process to flag missing information
  - An automatic email notification to inform you the audit was submitted successfully

The SAFE Companies clients that tested this our new system have found the audit tool saved them time and energy. We are looking forward to making this available to all our clients soon. We are currently working on guided step-by-step instructions on how to use the audit tool and will be rolling that out in the very near future. Stay tuned.

If you have any questions, contact us 1-877-741-1060 or by email [safeco@bcforestsafesafe.org](mailto:safeco@bcforestsafesafe.org). 🌱

# WorkSafeBC Update: COR Program Changes

BCFSC will be one of the Certifying Partners providing input and feedback on WorkSafeBC’s proposed changes to the COR program in 2021. SAFE Companies are currently working with WorkSafeBC to identify employers and auditors for 2021 activities.

On November 2, 2020, WorkSafeBC published the proposed improvements. This table provides an overview of the proposed changes:

Item	Current (COR Standards & Guidelines)	Proposed	Overarching question	Expected benefits
<b>Audit standard</b>	2 sizes (small/large)	Single audit standard	How will an audit standard based on a single management system compare to current COR program outcomes?	<ul style="list-style-type: none"> <li>Better alignment with international standard content and formatting</li> <li>Easier to demonstrate continual improvement</li> </ul>
<b>Audit tool</b>	CPs create size-based audit tools	WorkSafeBC-authored audit tool	Will a single WorkSafeBC-authored audit tool work for all employer sizes and risk profiles?	<ul style="list-style-type: none"> <li>Adaptable for employers with sizes that change frequently</li> <li>Risk-based approach for ease of determining management system complexity</li> </ul>
<b>Auditors</b>	Training developed independently by each CP	Training framework created by WorkSafeBC	Will standardized training be successful?	<ul style="list-style-type: none"> <li>Improved consistency among auditors</li> <li>Centralized training model to improve consistency of auditor training and performance, and employer experience</li> <li>Centralized training model to improve consistency of auditor training and performance, and employer experience</li> </ul>
<b>Certification audits</b>	External auditors or self-certification (small employers)	External party to audit all employer sizes	Will this be cost-effective while delivering improved safety outcomes?	<ul style="list-style-type: none"> <li>Improved proactive safety metrics (leading indicators)</li> <li>Improved reactive safety metrics (lagging indicators)</li> <li>Improved objectivity</li> <li>Ensure certification for employers with effective occupational health and safety management systems</li> </ul>
<b>Audit Scope</b>	Incomplete direction from WorkSafeBC	Clearer sampling and duration protocols	Will a standardized scope ensure reliable, verifiable, and consistent auditing practices?	<ul style="list-style-type: none"> <li>Consistency across CPs for sampling</li> <li>Promotes cost-effectiveness and predictability for employers while ensuring a quality audit is conducted</li> </ul>

There are some significant changes to the proposed improvements that will affect how BCFSC will administer the program. We will ensure potential impacts to industry are considered and, as always, industry feedback is provided to WorkSafeBC. 🌱



# Maintaining SAFE Certification Every Year

As we continue to deal with COVID-19 and the rapid change of information and public health orders, we have been receiving questions about audit due dates and reporting requirements. If you are only SAFE Certified and don't require COR certification, refer to the latest information on 2020 SAFE Certification requirements by visiting our [2020 SAFE Certification webpage](#).

## Audits are required for 2020 COR Certification

An audit **MUST** be submitted to maintain your COR Certification for 2020. Complete your audit and submit by December 31, 2020 (or post-marked by that date). If you require more detailed information, review the WorkSafeBC COR audit requirements for 2020 on our [COVID-19 COR Audit Requirements webpage](#).

## 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:

1. Submit your audit with the month prior to the audit due date.

**For example:** If your audit due date is December 12, 2020, your audit time period would be December 2019 to November 2020.

2. Submit your audit with the same month of the audit due date.

**For example:** If your audit due date is December 12, 2020, you could include December 2020 in the audit submission changing the audit period from January 2020 to December 2020.

## Tips for completion

1. Start now. Don't delay until the last minute of the last day of the year.
2. Don't copy last year's audit. It may seem the easiest way to fill out your audit submission, especially if you haven't worked, but submission information requirements can change, so use the most recent [downloadable audit submission form](#).
3. We are here to help. Call us or email us with any question or concerns. Ask for a safety advisor at 1-877-741-1060 or email [safeco@bcforestsafesafe.org](mailto:safeco@bcforestsafesafe.org).
4. If possible, submit your audit electronically. We will always accept paper submissions, but most often the electronic submission tool is much simpler and faster. To upload, use [this link](#) or email your audit to [audit@bcforestsafesafe.org](mailto:audit@bcforestsafesafe.org).
5. Answer all audit questions. This may be just checking a box or submitting the required documentation. Ensure your documents are dated within the previous 12 months and are clearly marked for what they are intended for. If a question does not apply to you, mark "Not Applicable". Don't overthink it. Remember to review your Corrective Action Log (CAL) from last year's audit, ensure you have implemented the recommendations, include the date they were completed and submit the updated CAL with this year's submission. 🍀



PHOTO: Courtesy of CANFOR



## Safe Phase Integration and Preventing Phase Congestion

When there is a break down in communication, supervision or planning, different logging phases can become bunched up or overcrowded resulting in operational and safety risks. This “Phase Congestion” compromises the safety and efficiency of the operations. Workers who are on foot (fallers, buckers, supervisors, etc.) are particularly at risk in these situations.

A specific example of Phase Congestion is called stacking. This occurs when one phase is working uphill from other phases and there is the potential for logs, rocks or other debris to roll downhill and cause an incident. Runaway logs can travel through the standing timber between blocks in steep terrain. The steeper the terrain, the more of a hazard stacking becomes.

Congestion can occur geographically when space on a worksite gets too small. It can also happen when time gets compressed and there is increased pressure to produce. It can even happen outside regular logging phases. For example, when there is increased traffic on roads during hunting season or there is industry work such as pipeline construction occurring right beside your block or road. Tree planting and silviculture operations can also be negatively affected by logging hazards even though they arrive on-site long after the block has been logged. Another example of Phase Congestion is when a log loader breaks down. If a contingency plan has not been developed or other controls put in place, there is potential for both skidding operations and log trucks waiting for a load to bunch up.

The BC forest industry has identified Phase Congestion as a significant cause of serious incidents and has made a concerted effort to address this issue. Members of the Coast Harvesting Advisory Group (CHAG), Falling Technical Advisory Committee (FTAC) and the BC Forest Safety Council (BCFSC) have collaborated to develop training and resources that promote the safe integration of phases. [A free interactive online training program](#) is available to help supervisors and workers better identify when phases are becoming too congested and what they

can do to put effective controls in place to keep working safely and efficiently.

To enroll in this training course, visit [our website](#) or call 1-877-741-1060 for more information.

This article offers a sneak peek into this training discussing three key factors in preventing Phase Congestion: Planning, Supervision and Communication.

**Planning** starts with good layout, harvesting plans and pre-work meetings so everyone on the job knows the critical information they need to work safely including onsite hazards, details of the emergency response plan and what communication methods will work best on that site. Licensee leadership and involvement is vital at this stage for successful site planning. A good example of this is ensuring the licensee supports sufficient planning time - giving contractors working an area enough time to walk the site and conduct their planning for moving in equipment and prepping their crew.

**Supervision** is a critical part of preventing congestion. Logging supervisors are often pulled in several different directions, but it is critical for them to have time to spot potential problems. They also need the freedom to alter plans and stay on-site to closely monitor and direct the various types of site work so phases stay safely integrated. The on-site supervisor should be qualified and have the necessary experience to spot the signs of congestion that is occurring.

**Communication** to all workers on-site is very important. External factors can cause forestry worksites to change frequently resulting in a change to worksite plans. If a well-established procedure for communicating changes to the crew isn't

developed, someone may miss a critical piece of information that could lead to an injury, incident or Phase Congestion situation. Make sure all communication devices are operational and ensure there is a way for workers to ask questions and document confirmation that they understand the change of plans.

Safety people often talk about “controlling a hazard”. So what are some of the “controls” that logging contractors can use when they see Phase Congestion?

- Stop work and re-evaluate the plan.
- Move equipment to a different part of the block, new road, etc.
- Change the timing of operations such as scheduling trucks to be more spread out.
- Always have a Plan B or alternate location in mind in case phases need to be moved.
- Flag out no-work zones to keep phases apart.

By increasing Phase Congestion awareness and providing better training to all crew members on how to reduce and control hazards, we can achieve a safer and more efficient industry.

For more tools and information on safe Phase Integration and preventing Phase Congestion, visit the [BCFSC Phase Congestion webpage](#). 📄



# WorkSafeBC Focuses on Safe Phase Integration with the Introduction of a Conversation Guide

As multi-phase harvesting operations have become the norm in BC, forestry workers find themselves at busy worksites that can present an increased level of risk. Phase Congestion is an industry-wide problem and has resulted in serious injuries and fatalities. But a well-planned cutblock with qualified supervision and an effective communication plan can function safely even if a variety of different work activities are happening at the same time — it's called Safe Phase Integration.

WorkSafeBC identified Safe Phase Integration as an added focus for the Forestry High Risk Strategy during 2019-2020 and developed an educational resource tool called *Forestry Phase Integration: A Conversation Guide*. It was created for WorkSafeBC officers to conduct educational sessions using the guide to help capture key data during High Risk Strategy inspections.

Between July 2019 and June 2020, WorkSafeBC officers collected the following data insights from the completed guides:

- Total inspections completed with guides = 179 (Coast = 49, Interior = 130)
- Average number of Phases on site = 4.1 (Coast = 3.9, Interior = 4.1)
- Multiple employer sites = 102/179 sites (57%)
  - Coast - Multiple employer sites = 35/49 sites (71%)
  - Interior - Multiple employer sites = 67/ 130 sites (52%)
- Workers on foot = 102/179 sites (57%) - 77 sites had no workers on foot.
  - Note: Workers on foot included ground crew workers, supervision, mechanics, etc., but excluded truck drivers.
  - Coast = 38/49 sites (78%) - 11 sites had no workers on foot
  - Interior = 64/130 sites (49%) - 66 sites had no workers on foot
- Average number of workers on foot = 2.8 (for sites with workers on foot)
  - Coast – Average number of workers on foot = 4.2 (for sites with workers on foot)
  - Interior - Average number of workers on foot = 1.9 (for sites with workers on foot)

WorkSafeBC identified the top 10 challenges cited by respondents including the number of times those challenges were cited:

- 76 – separating phases and coordinating safe distances
- 45 – block layout issues, size and number of landings, limited workspace
- 45 – poor weather, snowy or wet ground conditions
- 33 – issues obtaining permits, market demands, deadlines and short notice pressures
- 32 – planning and scheduling issues by licensee
- 32 – steep slopes, rough terrain, potential for runaway logs
- 20 – worker turnover, lack of experience (training), availability of workers



- 14 – communication (on-site and also with licensee)
- 10 – number of product sorts on the landing or at roadside
- 10 – road condition/quality/standard

Other challenges of note included interactions with the public and other users, timber quality and grade, and equipment availability. “No challenges” was recorded eight times and Supervision was recorded five times.

WorkSafeBC identified “**3 Pillars**” of control measures - Planning, Communications and Supervision. For each challenge, ensure controls are specific and detailed to what is needed on-site. Forest operations face many challenges which are magnified by executing multi-phase operations or creating the need to utilize multi-phase operations. Most challenges cited were related to planning; however, the importance of supervision and communication should not be overlooked. Some planning challenges, such as separating phases and coordinating safe distances, can be addressed by implementing suitable control measures. Other planning challenges such as block layout, harvest and delivery schedules, and deadlines were predominantly inherited by the contractor through decisions of the licensee or demands of outside forces prior to the contractor commencing operations. Contractors face added pressures from these types of challenges, even though they may have tried to implement control measures to address them. The responsibility should be directed at a higher level (e.g. licensee or government) to reduce or eliminate these types of challenges in the first place. Ultimately, the most important question to ask is “*Who is responsible for controlling the challenge/threat?*”

A **Critical Control** is a key preventive measure or the last line of defence to prevent an incident from occurring. Less than half of the respondents (78/179) were able to identify stop work, refuse unsafe work or shut down as a Critical Control. This shows that a number of forestry firms still have some work to do to implement effective Critical Controls in their operations.

For more information, go to [worksafebc.com](https://www.worksafebc.com) and search for “Managing Risk”. 🌲

# Entry Level Forest Worker Training Update

In follow up to the September 2020 Forest Safety News article, Selkirk College has now resumed training for students whose program was interrupted last March due to COVID-19 and has made some pandemic safety adaptations to ensure learning outcomes are not affected.

Helen Worth, Selkirk's Program Coordinator Grand Forks, commented on the program's progression. *"We are so grateful for the opportunity to offer the Entry Level Forest Worker training program in our community. Forestry is a big part of the economy here and we've had a lot of support and encouragement from local industry partners. We're pleased to be able to help our students gain not only the skills and knowledge they need to start working in the industry, but also introduce them and offer opportunities to work with some of our local employers. The program exposes students to a broad range of possible career options which really helps in deciding which direction they want to take in forestry."*

Selkirk is hopeful that students will make many industry connections through site visits and guest speakers.

The College of New Caledonia (CNC) also started their Entry Level Forest Worker

Program in Vanderhoof, BC on September 28, 2020. CNC's success is due to their partnerships with local employer partners, the municipality and the school district who stepped up to arrange site visits and transportation. The program instructor plans to maximize the number of site visits. The students have already visited a log yard and practiced mapping and measuring at a forested site near campus.

Another funded pilot program is being rolled out in March 2021 at Coast Mountain College in Terrace, BC. Registration is still available for this Entry Level Forest Worker training. For information visit their [website](#).

Programs containing some or all of the Entry Level Forest Worker training materials are being offered by our pilot steering committee members North Island College in Campbell River and Vancouver Island University (VIU).

North Island College plans to deliver their *Coastal Forest Worker Certificate Program* which incorporates the Entry Level Forest Worker training material to an indigenous cohort sponsored by the Homalco First Nation and WorkSafeBC starting in December 2020. A tuition-based cohort will start in February 2021.



VIU plans to deliver their *Fundamentals of Forest Harvesting Practices Certificate* in March 2021. The training will be delivered in Woss, BC supported by their industry partner, Western Forest Products.

If you have any questions about the Entry Level Forest Worker Training Program, please contact Allison Thompson, BCFSC Manager Training & Standards.

Click on the link to learn more about the **Entry Level Forest Worker Training Program**. 




Funding provided through the Canada-British Columbia Labour Market Development Agreement.

## WorkSafeBC Provides Updates to BCFSC Trainers

In November 2020, BC Forest Safety Council trainers gathered for a two-day virtual meeting for the annual **Train the Trainer** session. During one of the sessions they received WorkSafeBC updates on industry performance, discussed sections of the Regulation and addressed emerging issues.

WorkSafeBC's Darcy Moshenko and Terry Anonson provided updates on WorkSafeBC activities, which included details about the *Forestry High Risk Strategy*, injury rate summaries, Safe Phase Integration, new resources and changes to the Worker's Compensation Act (WCA) and Occupational Health and Safety Regulations (OHSR).

The presentation on the *2018-2020 Forestry High Risk Strategy (FHRS)* outlined the goal of the strategy to raise awareness and promote best practices, as well as help reduce serious injuries and fatalities. The strategy focuses on the inspection process of segments of forest operations with exceptional risk to workers and examining the responsibilities of owners/employers and supervision. Key inspection activities include Manual Felling, Mechanized Harvesting, Cable Yarding, Log Transportation and Silviculture as well as a focus on Emergency Response Planning and potential for hearing loss.

The following lists were the top five most common orders written during FHRS inspections for each segment of the strategy to the end of Q3-2020.

### All forestry activities:

- OHSR 16.17(1)(d) – Escape from cab (open from both inside and outside)
- OHSR 16.35 – Securing tools and equipment
- OHSR 26.65(5) – Cab guard (record results of inspection)
- OHSR 26.2(2) – Planning and conducting a forestry operation
- OHSR 3.17(1) – First aid procedures

### Manual Felling and Bucking:

- OHSR 7.8(1)(b) – Hearing tests (every 12 months after initial test)
- OHSR 26.24(5)(b) – Responsibility for felling and bucking (undercut complete and cleaned)
- OHSR 26.24(5)(c) – Responsibility for felling and bucking (sufficient holding wood)

*Continued on page 14...*

Continued from page 13...

- OHSR 26.24(5)(a) – Responsibility for falling and bucking (sufficient undercut)
- OHSR 3.15(c) – First aid attendant qualifications (certificate at required level)

#### Hand Falling (dedicated WorkSafeBC hand falling team):

- OHSR 7.8(1)(b) – Hearing tests (every 12 months)
- OHSR 26.24(5)(b) – Responsibility for falling and bucking (undercut complete and cleaned)
- OHSR 17.5(1) – Securing equipment (in vehicle)
- OHSR 26.2(2) – Planning and conducting a forestry operation
- OHSR 26.28(1) – Summoning qualified assistance

#### Mechanized Harvesting:

- OHSR 16.17(1)(d) – Escape from cab (open from both inside and outside)
- OHSR 26.2(2) – Planning and conducting a forestry operation
- OHSR 26.4(2) – Notice of project
- OHSR 16.21(2)(c) – Protective structures (log loader and log yarder window guards)
- OHSR 26.11(1) – Dangerous trees

#### Cable Yarding:

- OHSR 15.46(b) – ling identification (manufacturer’s grade and WLL)
- OHSR 16.37(2) – Securing elevated loads
- OHSR 26.13.3(1) – Mobile yarder (permanent sign – manufacturer specs)
- OHSR 4.8(2)(b) – Rated capacity (certified by P.Eng if equipment modified)
- OHSR 11.2(2) – Obligation to use fall protection (guard rails or other means of fall protection)

#### Log Transportation:

- OHSR 26.65(5) – Cab guard (record results of inspection)
- OHSR 16.35 – Securing tools and equipment
- OHSR 26.65(8) – Cab guard (permanently marked and identified)
- OHSR 15.25(b) – Wire rope rejection criteria
- OHSR 16.8 – Warning signal device –backup alarm

#### Silviculture:

- OHSR 3.17(1) – First aid procedures
- OHSR 3.17(1)(f) – First aid procedures (prearranged routes)
- OHSR 5.38(2) – Handling and securing cylinders
- WCA 21(1)(a) – General duties of employers (health and safety of workers)
- WCA 21(2)(e) – General duties of employers (provide instruction, training, supervision, etc)

WorkSafeBC reviewed the injury and serious injury rates for forestry classification units and presented the group with information about Safe Phase Integration with a look at the new

Conversation Guide developed to help lead educational sessions during on-site High-Risk Strategy inspections conducted between July 2019 – June 2020.

To learn more about **Forestry Phase Integration**, read the dedicated articles on Phase Congestion from BCFSC and Safe Phase Integration from WorkSafeBC on page 11 and 12.

Train the Trainer participants were also introduced to seven new WorkSafeBC Fact Sheets developed specifically for forestry and made available through local WorkSafeBC forestry officers. These fact sheets covered a variety of topics including:

- Brushing, Weeding, Tree Thinning, Spacing (CU 703002)
- Cable or Hi-Lead Logging (CU 703003)
- Forest Fire Fighting (CU 703005)
- Log Transport Drivers
- Manual Tree Falling and Bucking (CU 703013)
- Mechanized Tree Falling (CU 703014)
- Tree Planting or Cone Picking (CU 703016)

Darcy and Terry also highlighted bulletins featuring important information about reducing the risk of injury from spring-assisted folding stakes on log transport trailers, fatigue risk in the workplace, risk advisories on allergic reactions to organic blasting material and setting up, organizing and working comfortably in your home workspace.

They also showcased a video about *Layout Planning: A Focus on Faller Safety* and provided the group with important updates to the [changes made in April to the WCA](#) and discussed the [rescheduling of the virtual public hearing](#) on proposed changes to the OHSR, which was previously scheduled for September 2020 but was postponed to December 10, 2020 due to the provincial election. The proposed OHSR amendments will involve:

- Part 6–Restricted entry intervals for pesticide application
- Part 8–High visibility apparel
- Part 8–Safety headgear
- Part 16–Mobile equipment
- Part 18–Traffic control
- Part 21–Blasting operations

To learn more, visit the **WorkSafeBC website**. 🌲



# Healthy Worker Resources Now Available!

With the expertise of Dr. Delia Roberts, the BC Forest Safety Council (BCFSC) has completed a series of crew talks, posters and background information on the top 10 health-related topics for forestry workers. Perfect for safety meetings and wellness campaigns, these tools will help raise awareness and provide steps and advice on how to make positive changes in our daily and long-term health.

The Health Worker Series was inspired by questions from the Coast Harvest Advisory Committee (CHAG) and BCFSC's Program Committee about the effects of aging in the forestry workforce. It soon became apparent the proposed health topics were relevant and important for workers of all ages as well as their families. Developing good habits to maintain your health at the start of your career will make a big difference in the long run. But even if you're well into your 30's, 40's or 50's, looking after your body will improve every aspect of your life at work and at home.

Check out the [Healthy Workers Resources](#) on our website or click the bulleted links in the table to access the posters, crew talks and backgrounders on individual health topics. 📄

Healthy Workers Resources	Poster	Crew Talk	Backgrounder
<a href="#">Vision and Hearing</a>	●	●	●
<a href="#">Balance and Agility</a>	●	●	●
<a href="#">Components of Fitness</a>	●	●	●
<a href="#">Blood Pressure and Cardiovascular Health</a>	●	●	●
<a href="#">Diabetes</a>	●	●	●
<a href="#">Fatigue and Sleep Health</a>	●	●	●
<a href="#">Diet and Nutrition</a>	●	●	●
<a href="#">Cancer Risks and Prevention</a>	●	●	●
<a href="#">Reducing the Risk of Musculoskeletal Injuries (MSI)</a>	●	●	●
<a href="#">Bone Health</a>	●	●	●

## Falling Supervisor Training during a Pandemic

BC Forest Safety Council (BCFSC) has established COVID-19 safety measures for training activities for in-classroom courses and outdoor in-field training. We ensure the venues we use allow for safe physical distancing and health and safety information is shared, understood and adhered to by participants. Our trainers also demonstrate and encourage best practices throughout the course.

BCFSC contract trainer Doug Harrison submitted these photos from the Falling Supervisor training held in Prince George this past October.



While COVID-19 certainly interrupted our training plans this year, we have followed BC's COVID-19 Restart Plan guidelines and are on track to deliver both in-class, in-field and online courses including four Falling Supervisor sessions with Phase 3 safety measures in place.

The Falling Supervisor training course is a five-day course aimed at experienced and new falling supervisors and recommended for those who supervise fallers or engage falling contractors. The learning objectives are:

1. Explain the differences between certified and qualified:
  - Certified Faller and Qualified Faller
  - Certified Falling Supervisor and Qualified Falling Supervisor
  - Qualified Assistance

2. Explain the importance of having an Emergency Response Plan and how to prepare one
3. Explain the importance of having a Block Falling Plan and how to develop one
4. Use the BC Faller Training Standard to evaluate a Certified Faller
5. Understand the human factors and soft skills important in managing fallers

Visit our website for more information on [Falling Supervisor training](#) including how to register for these upcoming sessions.

- Campbell River – June 2021
- Prince George – June 2021
- Nelson – September 2021
- Campbell River – November 2021

For some Falling Supervisors, the Certified Falling Supervisor Program is the next step in their career. Information on the [Certified Falling Supervisor Program](#) is also available on our website. 📄

# BC Forest Safety Council 2021 Training

Thinking about your individual or company training needs for next year? Take a look at our 2021 training course calendar to help plan out your year.

The BC Forest Safety Council (BCFSC) continues to deliver a range of courses aimed at continually improving workplace and worker safety in BC's forestry industry.

From supervisors to saw operators, incident investigators to safety program auditors, BCFSC helps individuals acquire relevant training and certification through classroom and online training.

All necessary precautions have been taken to safely deliver in-person training during the pandemic. We work closely with our venues, trainers and service providers to ensure a safe learning environment.

To review our full list of 2021 training courses, check out our [Training Calendar](#) or click on a link below to view a specific course type. We also offer group training sessions by request, bringing our courses to your location at a time most convenient to you and your operation. Email us at [training@bcforestsafe.org](mailto:training@bcforestsafe.org) to learn more.

## Classroom Training

Classroom training courses have a maximum enrollment cap so enroll now to secure your spot.

**Basic Incident Investigation** – This course provides a basic understanding of the methods, tools and processes needed to conduct an incident investigation. It is suitable for those individuals required to complete incident investigations such as Joint Committee Members or Supervisors.

**Forest Supervisor** – We offer three course modules for forest supervisors to develop and enhance their skills and knowledge to help oversee workers effectively.

- **Module 1 – Due Diligence for Forest Supervisors** is a two-day classroom workshop to help supervisors understand their legal responsibilities and provide tools and knowledge on how to prove due diligence.
- **Module 2 – Communication for Forest Supervisors** is a one-day classroom workshop to help supervisors and managers improve their communication skills at work.
- **Module 3 – Leadership and Professionalism for Forest Supervisors** is a one-day classroom workshop to

help supervisors understand their strengths and weaknesses and recognize how their personal style impacts the workers they supervise.

### Falling Supervisor

– Participants will learn the roles and responsibilities of a Falling Supervisor and become familiar with processes used to support due diligence. This course is for Falling Supervisors and individuals who oversee falling activities. Falling experience, or a broad understanding of falling hazards and the means to control them, is recommended.

As part of their ERP planning, participants complete a heli-vac orientation at the Falling Supervisor course in Prince George, October 19-23, 2020.

### Joint Health and Safety Committee

– This course provides Joint Health and Safety Committee (JHSC) fundamentals for both forestry harvesting operations and wood products manufacturing and meets the training requirements for new joint committee members and/or worker health and safety representatives.

**Basic Chainsaw Operator Training** – This course educates participants in Safe Work Procedures and necessary saw handling principles to safely operate a chainsaw. It is developed for the forest industry but is open to anyone. This basic training does NOT qualify participants to fall trees or produce bucking cuts on steep terrain. More advanced skills training is required in these areas.

### Resource Road Light Truck Driver Training

– This course teaches the safe operation of light trucks on BC resource roads and is suitable for any worker using resource roads. This training is conducted primarily on-site at field access locations and focusses on hands-on driving activities and safety procedures.

### SAFE Companies:

BCFSC offers various Occupational Health and Safety training for individuals intending to submit SAFE Companies and/or COR Audits including:



Participants assess hazards in the block during Falling Supervisor training in Prince George, BC in October 2020.

- Individual Owner Operator (IOO)
- Small Employer OHS (SEOHS)
- Basic Audit Safety Evaluation (BASE) 4 Internal
- BASE 4 External
- SAFE Conversion for BCCSA, Energy Safety Canada and SafetyDriven

## Online Training

**Forestry Safety Overview** – An informative four-hour forestry safety overview course for anyone working in the BC forest industry. Participants should be active in their company's business operations and knowledgeable of the work activities. This course benefits everyone but is typically geared towards a supervisor of forestry-related activities.

### Serious Incident and Fatality Investigation

- A four-hour course providing instruction on how to complete investigations for incidents involving serious injuries or fatalities. We recommend participants complete the Basic Incident Investigation course prior to enrolling but it is not mandatory.

**Phase Congestion Training** - This interactive online training course helps supervisors and workers better understand how to safely integrate simultaneous worksite phases and prevent phase congestion. This training was developed with input from industry experts and provides realistic logging scenarios to help identify and understand simultaneous site activities and develop safe work practices to avoid phase congestion and potential high-risk situations. 🚫



## Wood Fibre Hauling Safety Group Incorporating Auto-tarping Solutions to Reduce Injuries

The industry-led, Wood Fibre Hauling Safety Group (WFHSG) has been established to find solutions to mitigate workplace injuries and fatalities in the wood fibre hauling industry. The WFHSG brings forward issues, develops safety initiatives and supports projects to reduce the risk to workers in the sector. One ongoing key initiative for the group is reducing tarping-related injuries. According to a 2016 FP Innovations study, 60% of driver injuries are attributed to tarping.

In October 2019, the Commercial Vehicle Safety Enforcement (CVSE) issued a variance in [Compliance Circular No. 06-19](#) for new length allowances available for automatic ("auto-tarp") devices intended to reduce worker injuries. With this support, WFHSG members have actively engaged to find solutions to mitigate the risk of tarping-related injuries, several of which are now being 'piloted' by members of the group.

Matt Cook, Director Health Safety and Environment for Arrow comments "Arrow is committed to ensuring we reduce the number of injuries caused by tarping loads to our employees. Arrow has chosen the Tycrop E-Cargo system which is now installed on all new trailers leaving the Tycrop manufacturing facility in Chilliwack. Currently this system is installed on six B-trains with an additional 15 set for delivery by the end of 2020. So far, the system is working very well. It's easy to use and has run flawlessly"



M4 President Paul Manwaring reports six Shur-co auto-tarp systems have now been installed on 53' shuffle floor vans. "We had to modify the tops of the trailers to help contain some of the finer white fiber we transport, but otherwise they've been working well. The auto-tarp system is fully operated from the ground with hydraulic levers, so they are a safer system to use. The biggest outcome for us is we've had NO INJURED DRIVERS from tarp pulling since using the auto-tarp system."

In July 2018, Excel Transportation ordered their first 53' smooth flow trailer with a flip auto-tarp. Within one year, they had 14 more 53' flip auto-tarps. Safety Director, Dave Stearns noted "In May 2019, we installed a Valid Manufacturing Tarp on a regular length B-Train. It tested very well for our northern conditions. We then ordered an extended length B-train with a different auto-tarping system in late in 2019. It also worked but we had a few issues with the way the load humps in the trailer. We tested three different types of tarps to determine which system worked best. We concluded the Valid Manufacturing Tarp was the most effective for us. We are now testing another Valid Manufacturing tarp on a 53" smooth flow trailer. So far it is working well, and we have now partnered with Valid to finish tarping our fleet.

Several other members of the WFHSG have initiated auto-tarping systems into their fleets. "As a low margin industry, auto-tarping can put financial strain on trucking companies. It is important to recognize that although there is a substantial cost for auto-tarping at the front-end with added repair and maintenance costs for more moving parts, the benefits far outweigh the initial expenditure over the long run." says Annie Horning, CEO Excel Group of Companies. "Our main goal is to reduce driver injuries and keep our drivers safe. With the reduction in physical constraints the auto-tarps provide, we will reduce lost time for injuries and also tap into a larger driver pool since more drivers stay injury-free. It's the right thing to do, not just for our employees, but also for our business."

To find out more about auto-tarping options for your company, visit [Valid Manufacturing](#). 🚚



# Small Tenure Safety - Do You Need Help Developing a Safety Plan for Your Tenure?

In BC, each small tenure holder (e.g., woodlot, community forest, etc.) has a responsibility to have a safety plan in place to guide forest management activities on their tenure area. Recognizing that tenure holders manage those operations in a range of ways, the Woodlot Licence and Community Forest Agreement Safety Committee has developed three safety plan templates.

Each template provides guidance and resources (checklists, example forms, links) that will help small tenure holders build a new safety plan or enhance their existing program. If you are interested in becoming SAFE Certified, these templates will also assist you in pursuing that objective.

The templates have been developed based on two main criteria:

1. Who conducts the activities (e.g., the tenure holder and/or their employees, or a contractor(s))
2. The nature of the operations (e.g., higher risk activities such as road building, harvesting and log hauling, or lower risk activities such as planting, silviculture surveys and layout)

The following descriptions will help you evaluate your situation and choose which scenario is most relevant for you.

**Scenario #1** - This scenario is intended for tenure holders who contract out all activities carried out on the tenure area. However, this does not preclude the tenure holder from conducting administrative tasks and/or visiting the tenure for general or site inspection purposes.

*An example of this scenario is a tenure holder who contracts out all activities but still may want to visit the tenure from time-to-time.*

**Scenario #2** - This scenario is intended for tenure holders who use contractors to conduct higher risk activities (e.g., road building, harvesting, log hauling, etc.) and the tenure holder conducts ONLY lower risk activities (e.g., basic silviculture, layout, etc.)

*An example of this scenario is where the tenure holder who may conduct planning and layout activities, plants (or helps a contractor plant) trees, grass-seeds landings and makes sure road signs are in good shape, and contracts out all roadbuilding, harvesting, hauling and mechanized site prep activities.*

**Scenario #3** - This scenario is intended for tenure holders who directly conduct low and high-risk activities in the tenure area (e.g., planning, harvesting, silviculture, etc.). The tenure holder may also periodically use contractors to perform some of these activities.

*An example of this scenario is a tenure holder who builds its own roads, uses a skidder, but may contract out falling and hauling activities.*

If you are looking at building or fine-tuning your safety plan, check out the applicable Tenure Safety Plan resources by visiting:

- **BC Community Forest Association**
- **Federation of BC Woodlot Associations**
- **BC Forest Safety Council**



For questions, contact

Woodlot Licensees:

Gary Hanson - [canyoncreekresources@gmail.com](mailto:canyoncreekresources@gmail.com)

Rick Walters - [rickwalters@thelakebc.ca](mailto:rickwalters@thelakebc.ca)

Community Forest Licensees:

Dave Gill - [dgill@ntityix.com](mailto:dgill@ntityix.com)

Dave Lasser - [dlasser@sccf.ca](mailto:dlasser@sccf.ca)

BC Forest Safety Council:

Dustin Meierhofer - [dustin.meierhofer@bcforestsafesafe.org](mailto:dustin.meierhofer@bcforestsafesafe.org) 

# Marine Forest Safety Advisory Group Update

Following the sinking of the Lasquetti Daughters (a self-propelled barge), the industry-based Marine Forest Safety Advisory Group (MFSAG) was created. The group's mission is to cooperatively determine the type, frequency and factors relating to marine forest safety incidents and take appropriate actions to improve safety performance and reduce the potential for injuries and fatalities.

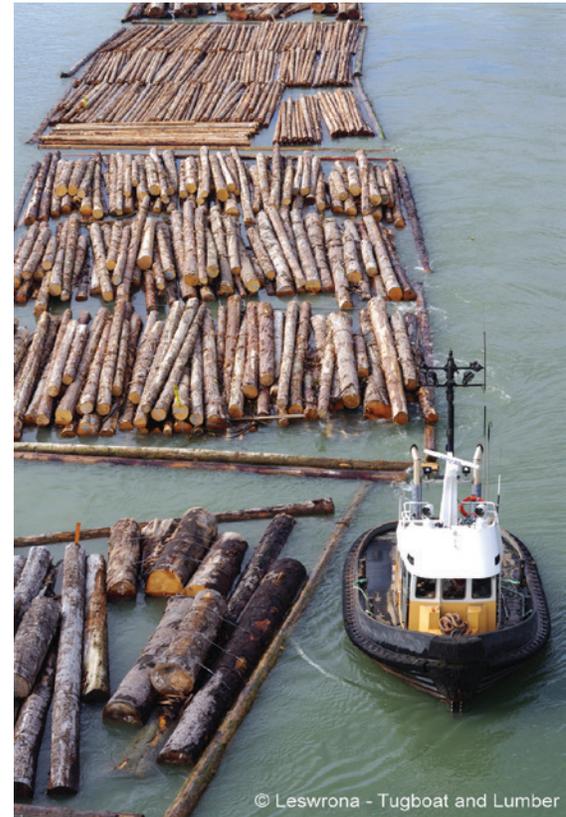
MFSAG identified key areas for resource development used by small commercial passenger vessels carrying forestry workers. These resources are complete and are now available by [visiting our website](#).

- NEW - Marine Carrier Best Practices
- NEW - Marine Go No-Go Flowchart
- Marine Emergency Sticker
- Marine Incident Reporting

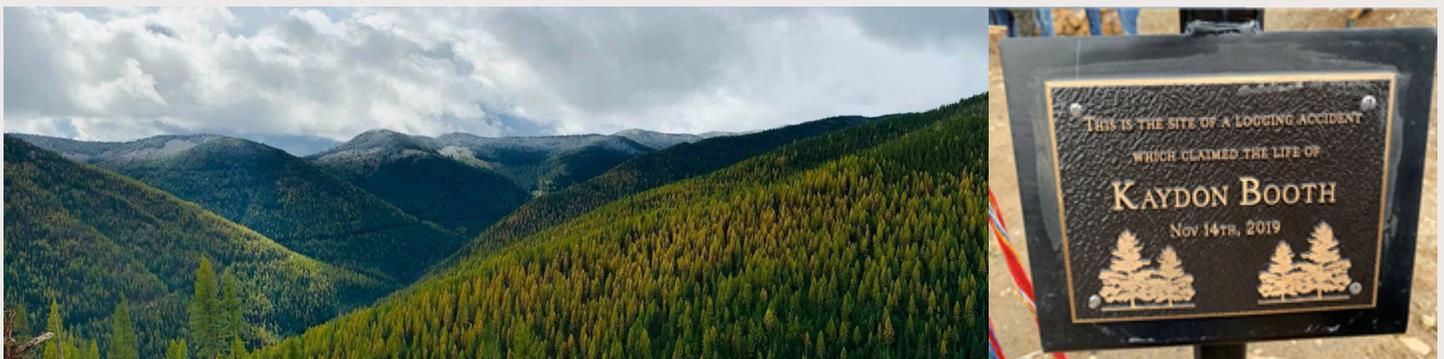
The BC Forest Safety Council would like to thank the MFSAG members for their commitment to improving safety performance with the development of these safety resources.

- Aaron Frost, Strategic Natural Resource Consultants Inc.
- Brian Beaudry, Brinkman
- Gary Bauer, Interfor
- Robin Modesto, Interfor
- Glenn Budden, Transportation Safety Board
- Don Wilson, Silver King Ventures
- Rick Viventi, Arrow
- Sanjay Gupta, Transport Canada
- Aloak Tewari, Transport Canada
- Timo Scheiber, Western Forestry Contractors Assoc.
- Tom Jackson, Ministry of Forests, Lands and Natural Resource Operations & Rural Development and BC Timber Sales
- Tim Pryde, WorkSafe BC
- Lisa Houle, WorkSafe BC

Members will continue to support marine forest safety and will reconvene as a collaborative group should their expertise be required for further industry safety protocols. 🙏



## Family and friends gather near Creston, BC to remember Kaydon Booth, killed in a logging accident in November 2019.



In late August, a monument was placed on a harvesting block near Creston, BC, the site of a logging accident that took the life of 19 year old forestry operator, Kayden Booth. Over Thanksgiving weekend, friends and family shared a day of mourning at the site to grieve the tragic loss this young man who was deeply loved and is fiercely missed.

*“What a place for him to have taken his last breath...it was truly breathtaking and healing way up in those mountains”* Kaydon’s aunt, Laurie Case, shared in her Facebook post.

Kaydon was fatally injured when he was struck while working in proximity to a piece of heavy equipment. As industry prepares for the busy months ahead, we hope that remembering Kaydon will help us all to be exceptionally diligent in our efforts to get every worker home safe, every day. 🙏



## Falling Technical Advisory Committee (FTAC) Meets Virtually

Following two cancellations of the FTAC meetings in the first and second quarter due to COVID-19 restrictions, FTAC resumed on September 18<sup>th</sup> with an online meeting format. The group gathered to discuss:

- New industry resource packages including Trap Tree, Fall and Burn and Glading
- The Phase Congestion/Integration course which is now available on the BCFSC website
- Updates to the BC Faller Training Standard/New Faller Training
- Updates on Falling Safety Advisor activities
- The FTAC subcommittee's work with developing a risk assessment tool and standardized industry safe work procedures to be used when falling on steep slopes, when fall restraint is needed and for the use of springboards.
- The development of falling podcasts. Industry is invited to submit topics they would like covered to Scott Rushton at [srushton@bcforestsafef.org](mailto:srushton@bcforestsafef.org)

Many FTAC members had positive feedback about the online meeting stating the virtual platform saved them travel time and was an efficient tool for moving important falling initiatives forward. BCFSC is working with FTAC members to find ways to make future meetings more accessible to attend and allow more consistent participant engagement. Some ideas being considered are facilitating shorter but more frequent meetings and changing meeting times. The next virtual FTAC meeting is scheduled for December 4<sup>th</sup>, 2020.



### Faller Certification Card Renewals

In the October 2019 issue of Forest Safety News, BCFSC announced that BC Forest Safety certified fallers would be receiving updated faller cards with a three-year expiry date. All fallers should have now received their updated cards with a 2023 expiry date.

If you have not received your card or require a replacement card, please contact the Falling Department at [faller@bcforestsafef.org](mailto:faller@bcforestsafef.org) or call 1-877-741-1060. 📞



### New Faller Trainees Complete Initial Training with Cohort Safety Protocols in Place

New Faller Training Course #68

Location: Sooke

Date: September 14 - October 16, 2020

Back left side: Lead Trainer - John Jacobsen and Assistant Trainer - Steve Telosky

Front row left to right: Trainees - Joel Collins, Eli Richard, Jesse Child, Conlan Jones, Assistant Trainer - Matt James and Assistant Trainer - Paul McCaffrey

All participants and trainers were required to complete COVID-19 self-assessments prior to attending the program and were required to stay together in their cohorts until the course's completion to ensure each member stayed safe. 📞



## A Guide to Immunity; White Blood Cells, Antibodies and COVID-19

By Dr. Delia Roberts

The world has always been full of bacteria and viruses. Some can co-exist alongside our own cells and can even be beneficial to us. Unfortunately though, many infections can damage the host, and as our immune system fights, illness and even death can result. Such is the case with SARS-Cov-2, the virus that causes COVID-19. This article will explain how the immune system responds to this virus and what you can do to give yourself the best possible chance of winning the battle against this and other diseases.

At the most basic level, the best way to prevent transmission of any virus or bacteria is not to be exposed to it. This approach led to the shutting down of most non-essential services early last spring. But while social distancing and sanitizing are effective at reducing exposure to SARS-Cov-2, the unique situations that arise from working in the forestry industry may limit how well you can follow these guidelines. The good news is that even if you do have some exposure to a virus (or bacteria), your immune system has a finely tuned series of defenses designed to protect you, and the lifestyle choices you make can go a long way to keeping your immune system functioning at its best.

The Immune System is composed of two parts that work together to protect us. The first line of defense is the Innate System. This system is very important for fighting a novel virus like SARS-Cov-2 because it doesn't require any prior exposure in order to identify and attack the virus. The SARS-Cov-2 virus only evolved to infect humans in the past year, so most people have never been exposed to it before, and their immune systems can't 'recognize' it (more on this later).

The Innate system begins with a series of barriers, consisting of intact skin and mucous membranes that coat the nose and airways, digestive and urogenital tracts, and the surface of the eye. The skin and mucous membranes also produce enzymes and chemicals that act attack any invading organisms or infected cell, as well as activate the second part of the immune

system – the Adaptive System. So the first two points to put on your list of things to keep your immune system functioning in top form are; an intact barrier made up of undamaged skin - you could add a face mask and eye protection here, along with moisturizer and lip balm to prevent cracking of the skin with cold exposure, and two; things as simple as running a humidifier in dry cold climates. The high moisture level of the mucous membranes of the nose, throat and airways helps to trap particles in mucus secretions and remove them before they gain entry into lung cells. Avoiding smoking is also critical for maintaining healthy mucous membranes in the nose and throat. Any type of smoke and vapor are irritants, and nicotine paralyzes the tiny hair like cilia that sweep mucous and trapped particles away from the vulnerable lung tissue.

Certain cells of the Innate system act to help identify, isolate and kill infecting organisms. One type, called Natural Killer (NK) cells, recognize and attack virally infected cells (and those that have become cancerous). There's strong evidence that NK cells in people who exercise regularly are more effective, providing protection against cancer and upper respiratory tract infections. COVID-19 infection rates and severity of symptoms are lower in people who are physically fit. So put getting a minimum of 30 minutes of moderately intense exercise 5 days per week on your list of immune strengtheners. Keep in mind that most forestry workers do not meet this level of physical activity during a day of work, unless the day is spent hiking around the block. This might be surprising due to the fatigue you feel at the end of a long day, but it does mean that at least several times a week you need to actively seek out opportunities to get some more intense aerobic exercise if you want to keep your immune system functioning at its best.

The second and most powerful part of the Immune System is the Adaptive System, it learns to specifically recognize the shape of individual proteins on the bacteria or virus or infected cell, but it takes a week or two to mount its defense with a first exposure.

The big advantage of this system is that it remembers what the infections' proteins look like, allowing it to respond much faster the next time you are exposed to the same virus or bacteria. That way it can kill off the invading organism before it starts replicating and causes the disease. It's this fast response that can be created through a vaccine, thereby preventing diseases that cause serious effects like polio and measles – and hopefully soon for COVID-19 as well. By teaching your immune system to recognize the virus without experiencing the disease, it's the most powerful immune booster of all.

Adaptive System B cells produce antibodies that bind up viruses or bacteria, while different types of T-cells can kill infected cells or act to regulate the immune response. Every step of this process has also been shown to be stronger in people who exercise regularly, and impaired in people with metabolic syndrome and obesity and with aging – except in those who are fit! . So if you are looking for something that is truly proven to boost the immune system, put getting regular moderate exercise at the top of your list.

Because of the need to produce lots of immune cells, antibodies, and all kinds of proteins, it takes a fair bit of energy and material to mount an immune response. This means that making sure to get enough rest and nutrients is important to give your immune system it's best chance. Many studies have shown that getting enough sleep reduces inflammation and susceptibility to upper respiratory tract infections, so add 8 hours of rest nightly to your list of immune boosters. It may not be possible to achieve this goal all the time, but you can make getting a good sleep a priority during flu season or times like now, when we face the threat of a pandemic.

As far as diet is concerned, calories are a two edged sword. Glucose and the amino acid Glutamine are the preferred fuels for immune cells, so if you don't get enough carbohydrates or protein the immune system can't do its job. When blood

*Continued on page 23...*

Continued from page 21...

glucose drops, the hormone Cortisol is released and acts to try and restore glucose levels. Body functions that are considered to be non-essential are blocked from using glucose, including cells of the immune system. Chronic stress also causes secretion of Cortisol and other hormones that are linked to lowered immunity. In contrast, excess calories (especially glucose) can increase inflammation, which has also been shown to lead to poor resistance to infections. Thus, two additional ways that you can give your immune system a boost are to manage your stress levels, and match your calorie intake to your output, with special attention to stabilizing blood glucose and getting enough protein. The best immune boosting diet is to avoid sugars, (especially in liquids), and choose unprocessed whole fruits, vegetables and grains for your carbohydrate sources. Combining proteins and moderate amounts of healthy fats with your carbs will also help to slow digestion and keep blood sugar more stable. It will also make sure you get enough protein and all the vitamins, minerals, antioxidants and other compounds that you need to mount a strong immune response.

Unfortunately, there is no clinical proof that supplementing with any product enhances immunity, unless a deficiency exists. Part of the problem is that the quality of many of these studies is poor, the supplements used in the studies tend to be pharmaceutical grade and quite different from those that are commercially available, the number of participants are often low and the duration short term. What seems to be initially promising rarely holds up under greater scrutiny. There are even cases where what was thought to be beneficial turns out to have negative effects, as has been found for high doses of antioxidants including Vitamin E. Iron is also toxic at higher amounts. There are however, a few cases where there is a clear link between increased risk of infections and low levels of a nutrient, such as for Vitamins D and A, glutamine, selenium and zinc – but taking more of these substances doesn't boost immunity, it's just that many people don't get enough of them, or that disease states might make you use more of them. There is some evidence that gut bacterial populations are important for health and immune function, but at this point in time, we just don't know enough about which probiotics help which populations. Hence, the only recommendations that are scientifically sound are to consume a fiber rich unprocessed diet, containing at least five servings of wide variety of fruits and vegetables daily, and whole grains, proteins and healthy fats in amounts appropriate for your energy needs. Some naturally fermented foods (brined or pickled without vinegar) should be consumed regularly, and food intake should be limited to less than 12 hours daily to encourage a healthy gut bacteria. If you can't follow this diet, a supplement with Vitamin A, selenium, zinc and copper should be considered. If sun exposure is limited, Vitamin D should also be supplemented.

The final dietary consideration is alcohol intake. Often an important part of the culture, it's easy for alcohol consumption to increase during the very times when peak immunity is needed. Social gatherings that involve alcohol also tend to reduce social distancing, and alcohol consumption has proven negative effects on both the Innate and Adaptive Immune Systems. If you do enjoy alcohol or the social situation encourages it, limit yourself to one or two servings of beer or red wine a couple of times a week. This amount of alcohol is low enough not to have a negative impact on your immunity, and there is some evidence that the polyphenols in red wine might even be beneficial.

In these uncertain times, making sure that we practice behaviors that are safe is critical to protect ourselves, our families, and our co-workers. Get enough rest, follow a diet similar to the Mediterranean or DASH diets, limit alcohol intake, stop smoking and get some exercise. Get yourself and your children vaccinated against serious diseases. Practice social distancing and sanitize your hands before eating or touching your mouth and nose and stay well! 🍌

Table 1. Recommended actions to maintain a healthy and effective immune system.

Protection	Action
Intact skin	<ul style="list-style-type: none"> <li>Keep skin from cracking in the cold or dry</li> <li>Wear a suitable face mask</li> <li>Wear eye protection</li> <li>Avoid touching eyes, nose and mouth</li> <li>Sanitize hands, mask, eyewear and face frequently</li> </ul>
Moist mucous membranes	<ul style="list-style-type: none"> <li>Sleep with a humidifier in cold dry climates</li> <li>Stay hydrated</li> </ul>
Stronger immune response, prevent loss of response with aging	Minimum 30 minutes of moderately intense exercise, 5 days per week.
Lowered chronic inflammation and suppression of immune response	Exercise and caloric restriction to achieve and maintain a healthy body weight
Reduced susceptibility to infections	Get 8 hours sleep nightly
Lower cortisol and other hormones that suppress the immune system	Use meditation and other techniques to manage mental stress
Stabilize blood glucose and ensure immune cells have the fuel they need to function	Adequate carbohydrate intake but avoid sugars so as to keep blood sugar stable
Provide vitamins and minerals, antioxidants and other nutraceuticals needed by the immune system.	Diet consisting of unprocessed fruits and vegetables, whole grains, healthy fats, adequate protein and high in fibre. Supplement with Vitamin D if exposure to sun is limited. Also consider supplementing with Vitamin A, selenium, zinc and copper if diet is limited
Maintain healthy gut flora	Consume live culture yogurt and other fermented products regularly. Limit food intake to 8-12 hours regularly. Choose foods rich in fibre
Avoid systemic inflammation and suppression of all steps in the immune response	Limit alcohol intake to no more than two servings per day
Maintain healthy mucous membranes	Do not use tobacco, vaping products or smoke marijuana
Build memory cells for long lasting immunity	Get vaccinated once clinically tested, safe, vaccines are available



## The BCFSC Kid's Corner and Colouring Contest

Thanks to everyone who entered our fall colouring contest. **Congratulations to Declan, age 8**, whose name was picked from our random draw. Declan wins the STIHL Toy Chainsaw and we will be sending a special gift pack to everyone else just for entering!



**Be a hand washing hero!**

Fight germs by washing your hands often with soap and water for at least 20 seconds. Sing the Happy Birthday song twice in a row while you wash!

### How to Enter:

- Colour the Winter Safety or make your very own drawing
- Have an adult take a picture of your artwork and email it with your name, age and your mom/dad's email address to [editor@bcforestsafe.org](mailto:editor@bcforestsafe.org)
- Submit your entry by 4pm, Monday, February 8, 2021
- Kids aged 3 – 12 are eligible.
- All entries will be put into a random draw to win the STIHL Toy Chainsaw. The winner will be contacted via their parent's email address. 🍀

For our final 2020 colouring contest, send us a picture of your artwork on Winter Safety! Or submit your very own drawing showing some safety tips on how you stay safe in winter. Have your mom or dad, grandma or grandpa or guardian email us a photo of your artwork with your first name and age and we'll put your name into the draw to win another of our STIHL toy chainsaws!



### Winter Safety

When there is snow outside, bundle up in lots of layers of clothing and wear a hat. Ask an adult if it's okay to play outside and come inside often for "warm-up" breaks.

## ABOUT Forest Safety News

**Forest Safety News** is published 4 times per year, in March, June, September and December.

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. Each edition is distributed via email and available on our website with links posted on our social media channels.

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

**The Editor**  
**Forest Safety News**  
420 Albert Street  
Nanaimo BC V9R 2V7  
Call 1-877-741-1060 or email [editor@bcforestsafe.org](mailto:editor@bcforestsafe.org)

## Subscriptions

For a digital subscription to **Forest Safety News**, please visit our website at [www.bcforestsafe.org/newsroom/newsletters.html#Forest\\_Safety\\_News](http://www.bcforestsafe.org/newsroom/newsletters.html#Forest_Safety_News) and register your email address.



**BC Forest Safety**

Safety is good business

[www.bcforestsafe.org](http://www.bcforestsafe.org)

<p><b>BCFSC Facebook Page</b> www.facebook.com/bcforestsafe/</p>	
<p><b>BCFSC Instagram</b> www.instagram.com/bcforestsafety/</p>	
<p><b>BCFSC LinkedIn Page</b> www.linkedin.com/company/bc-forest-safety/</p>	
<p><b>BCFSC Twitter</b> https://twitter.com/bcforestsafety</p>	
<p><b>BCFSC YouTube</b> www.youtube.com/user/BCForestSafety/playlists</p>	
<p><b>BCFSC COVID-19 Webpage</b> www.bcforestsafe.org/node/3460</p>	
<p><b>BCFSC Subscribe</b> https://analytics-ca.clickdimensions.com/cn/aav43/SubscriptionMgmt</p>	
<p><b>SIFp Webpage</b> www.bcforestsafe.org/node/3568</p>	
<p><b>Phase Congestion</b> www.bcforestsafe.org/node/3109</p>	
<p><b>Mental Health First Aid Training</b> https://mhfa.ca</p>	
<p><b>SAFER</b> www.safer.ca</p>	
<p><b>Training Calendar</b> www.bcforestsafe.org/fscapps/calendar/calendar.php</p>	

<p><b>Safety Alerts</b> www.bcforestsafe.org/safety_info/alerts_bulletins.html</p>	
<p><b>Submitting SAFE Audits</b> www.bcforestsafe.org/node/2810</p>	
<p><b>Healthy Worker Resources</b> www.bcforestsafe.org/node/3435</p>	
<p><b>Road Safety at Work</b> roadsafetyatwork.ca</p>	
<p><b>WorkSafeBC (WSBC)</b> www.worksafebc.com</p>	
<p><b>Commercial Vehicle Safety Enforcement Compliance Circular No. 06-19</b> www.th.gov.bc.ca/cvse/CTPM/Com_Circulars/2019/20191030-Circular-06-19-Autotarp-Allowance.pdf</p>	
<p><b>DriveBC</b> www.drivebc.ca</p>	
<p><b>WorkSafeBC COR Program Updates</b> www.worksafebc.com/en/about-us/news-events/announcements/2020/November/proof-concept-for-proposed-improvements-to-cor-program</p>	
<p><b>WorkSafeBC Video</b> youtu.be/U0IkqXBQEUK</p>	
<p><b>OHS Public Hearing</b> www.worksafebc.com/en/law-policy/public-hearings-consultations/current-public-hearings-and-consultations/december-2020-public-hearing-on-proposed-changes-to-the-ohsr-dec-14-20</p>	
<p><b>Shift Into Winter</b> https://shiftintowinter.ca/</p>	
<p><b>Coast Mountain College</b> www.coastmountaincollege.ca/programs/discover/contract-services/funded-programs/entry-level-forest-worker-training</p>	

## Article Web Links

<p><b>Marine Forest Safety</b> <a href="http://www.bcforestsafe.org/marine_safety">www.bcforestsafe.org/marine_safety</a></p>	
<p><b>Woodlot Licence and Community Forest Agreement Safety Committee (Small Tenure Safety Planning)</b> <a href="http://www.bcforestsafe.org/node/2711">www.bcforestsafe.org/node/2711</a></p>	

<p><b>WorkSafeBC COVID-19 Safety Planning</b> <a href="http://www.worksafebc.com/en/about-us/covid-19-updates/health-and-safety">www.worksafebc.com/en/about-us/covid-19-updates/health-and-safety</a></p>	
<p><b>VALID Manufacturing</b> <a href="https://validmanufacturing.com/divisions/vehicle/autotarp-system/">https://validmanufacturing.com/divisions/vehicle/autotarp-system/</a></p>	