



BCFSC ANATOMY OF A TIP-OVER WORKSHOP:

During the spring of 2026, the BC Forest Safety Council (BCFSC) partnered with several licensees to deliver the recently developed Anatomy of a Tip-Over (AoT) Workshop. Two pilot sessions were completed on Vancouver Island to refine program content, and ten additional workshops were held throughout the interior from Prince George to Kelowna. The workshops were attended by approximately 170 participants including equipment owners and operators, supervisors and senior managers.

The workshop identifies root causes that contribute to equipment tip-over's and introduces strategies to prevent incidents from occurring. During delivery of the pilot sessions, many stories and personal experiences regarding tip-over incidents were shared by participants, providing attendees with valuable learning opportunities. These sessions also provided insight into the workshop's strengths and identified opportunities for future improvements.

It's a Numbers' Game

The target audience of the workshop's is equipment operators who often face the greatest level of risk when forestry worksite hazards are not properly identified and adequately planned for. However, there is no magic bullet to prevent equipment tip-overs, and the consequences of being involved in an incident can be life altering. A successful workshop can be measured almost entirely by the level of active engagement of the participants. When operators are willing to share their tip-over experiences or close call events and open up regarding the personal and mental effects these incidents can have, the message hits home for other participants in a much more meaningful and impactful way.

To maximize the effectiveness of the workshops, group size is important. Larger groups make logistical planning easier and cost-effective, but this is not the correct approach to take if participant engagement is a desired outcome. Many people are less likely to share their experiences in larger groups. We learned that the sweet spot for AoT workshop enrollment is between 8-12 to help participants feel comfortable and share their experiences.

Operating Condition Challenges

The original AoT workshop materials were developed by Mosaic Forest Management (Mosaic) to address an increase in tip-over incidents within their operations on Vancouver Island. Through collaboration with several subject matter experts (SMEs), workshop content was created targeting a specific equipment profile and operating conditions typical of the BC coastal region. While there are many similarities between coastal and interior operating conditions, some of the different challenges can directly influence an operator's decision-making process in how to execute tasks as well as how timber development and layout activities are completed.



During many of the pilot workshops, some distinct operational challenges operators face in the interior were repeatedly identified. Based on this feedback, BCFSC plans to address this gap in workshop material through the development of targeted content specific to the interior and coastal regions. Updates will include the addition of ground-based rubber-tired equipment operating in winter conditions and specific challenges associated with specialized steep slope harvesting systems.

Online Course Development

Scheduling challenges and logistics are often barriers to workshop enrolment and participation. Online options that allow participants to access and complete training at their own pace and convenience offer greater flexibility and cost savings. To provide opportunities for the AoT workshop materials to reach a larger audience, BCFSC is developing an online course offering with a target completion of late 2027. The online course will be available for SAFE Certified companies to use as a training resource for their operations.

If you have any questions regarding the Anatomy of a Tip-Over Workshop, please contact BCFSC Transportation Safety at transport.admin@bcforestsafety.org or call 250-562-3215. 📞



Trucking and Harvesting Advisory Group

The Coast Harvesting Advisory Group (CHAG) and the Trucking Advisory Group (TAG) were formed in 2012 and 2013 respectively, bringing industry representatives together to support much needed improvements in log hauling and harvesting safety. Members include representatives from BC's major forest licensees, contractor associations, Labour, BC Timber Sales, the Log Truck Technical Advisory Group and the BC Forest Safety Council. Members recognized the level of serious injuries and fatalities within the forest sector, although improving, required significant attention. Between 2012 and 2026 these two groups primarily focused on Interior and coastal forest operations independently. It was collectively decided in the spring of 2026 that a collaborative approach, reflecting a comprehensive provincial scope was warranted. As a result, TAG and CHAG were amalgamated into the Trucking and Harvesting Advisory Group (TAG).

To drive improvements in safety performance, both TAG and CHAG have produced numerous resources since their inception, which include best practices, operational policies and guidelines, incident data, videos, posters, technical reports, and safe work practices. To create better awareness, direct engagement with forest industry workers, contractors and regulatory agencies has also been an area of focus.

As a result of its ongoing work, industry has seen great success in reducing safety incidents within log hauling and harvesting, with both areas seeing historically low injury rates over consecutive years. Despite these successes TAG recognizes focussed effort is critical in further improving Industry safety performance. Given this mandate, the new collaboration will ensure this important work continues with members providing both effective provincial scope and representation.



TAG priorities for 2026 Include:

- Automated Log Load Securement Technology
- Emergency Response Planning and Preparedness
- Harvesting Equipment Tip Overs
- Worker Health and Wellness
- Provincial and Federal Regulation

For further information please visit the following link:

[Truck and Harvesting Advisory Group \(TAG\) – The BC Forest Safety Council](#) or contact BCFSC Transportation Safety via Transport@bcfortestsafe.org or call 250-564-3264. 



In the Driver's Seat Proper Cab Set Up can Mitigate the Risk of Injuries

By Ashley Gregerson

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Musculoskeletal injuries (MSIs) such as sprains, strains, and inflammation are a common risk in many types of work, including log hauling. While tasks like securing loads or installing tire chains are obvious sources of MSIs, a less visible risk comes from time spent inside the cab.

Log truck drivers spend much of their workday on the road, often sitting for long periods of time with limited movement. Ongoing exposure to whole-body vibration from the truck and road surface is also a concern. When the seat, steering wheel, or controls are not set up appropriately, drivers may adopt awkward postures to perform their work.

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Transportation Safety

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Over time, exposure to MSI risk factors can contribute to lower back pain, stiffness, and shoulder or neck discomfort. Because these symptoms often develop gradually, they are sometimes viewed as part of the job rather than recognized and addressed as preventable MSIs.

Preventing MSI risks while driving log trucks starts with identifying and assessing how the work is done.

IDENTIFY FACTORS THAT MAY CONTRIBUTE TO RISK

MSIs can result from a single incident or repeated exposure. Start by examining how the work is organized, how the worker interacts with the vehicle and its controls, the task demands, and the work environment. Involve workers in this process, as drivers have firsthand knowledge of their work and can help identify factors that may not be obvious from outside the cab.

Looking at how these factors overlap can help explain how injuries develop over time, even when no single issue is obvious.

Consider the following:

START WITH THE SEAT

The seat is the main point of contact between the driver and the truck, and small adjustments can make a significant difference.

Seat height: adjust to improve visibility while keeping knees slightly lower than hips.

Seat depth: move the seat forward or backward until there is a small gap between the front edge of the seat and the back of the knees to help maintain circulation.

Backrest: set slightly reclined at approximately 110 degrees and use built-in lumbar support, a rolled towel, a small cushion, or an accessory lumbar support to maintain the natural curve of the spine.

Head restraint: adjust to support the middle of the back of the head and encourage a neutral neck posture.

ADJUST THE STEERING WHEEL, CONTROLS, AND MIRRORS

Once the seat is properly positioned, adjust the steering wheel. The driver's elbows should be slightly bent and close to the body. Ensure frequently used controls are within easy reach, without the need to lean forward or twist.

Finally, adjust the mirrors after the seat is set to reduce the need for repeated posture changes.

BE AWARE OF VIBRATION EXPOSURE IN LOG HAULING

Whole-body vibration is a known risk factor for MSIs and can contribute to lower back pain. In log hauling, drivers are regularly exposed to vibration from long hours behind the wheel and travel on uneven resource roads.

A properly adjusted seat helps the air ride system reduce how much vibration reaches the driver. Planning trips, along with regular vehicle and road maintenance, can also help limit vibration exposure during the workday.

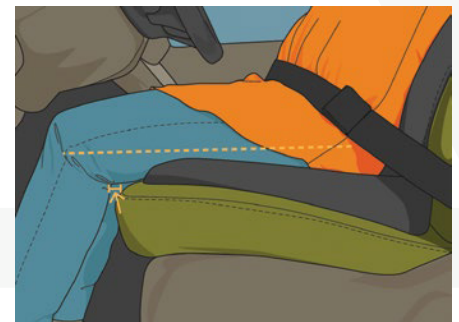
LOOK AHEAD

Ensuring that the cab is set up optimally for the driver is a practical way to help manage risk in log hauling. Understanding the factors at play, making the right adjustments and planning the work all influence how drivers experience their workday. Small changes, applied consistently, can reduce the risk of MSIs over a shift—and over a career.

For more on ergonomics and vibration, visit the WorkSafeBC website, which also offers the *Guide to Musculoskeletal Injury (MSI) Risk Assessment* as a [downloadable PDF](#). 📄



Factor	Things to consider
Vehicle design	Cab layout, seat design, steering wheel, gearbox location, controls, and suspension
Tasks	How long, how often, and how precisely movements are performed
Environment	Road conditions, terrain, lighting, whole-body and hand-arm vibration, and exposure to heat and cold
Organization of work	Shift length, scheduling, and whether breaks are built in
Worker	Individual characteristics such as age, gender, strength, knowledge, experience, and skill





Winter is Coming!

It may seem too early to think about winter driving but now is the perfect time to start preparing before the rain kicks in and the snow starts to fly.

A crash-free winter requires planning and preparation by employers. You need to prepare drivers and vehicles, plan and monitor safe travel and review your results to look for improvements.

Get started on winter driving safety by visiting [Road Safety At Work \(RSAW\)](#) and see [what employers need to know](#), how to [prepare for winter driving](#) and the [rules about winter tire regulations](#). You can also take the [Winter Driving Safety Quiz](#), download [tailgate talks](#), and use their resources in the [Winter Driving Planning Tool Kit](#).

Get all you need by visiting [Winter Driving Safety](#) on the RSAW website. 🚚



Upcoming Road Safety at Work Events

Workshop to Help Class 5 Drivers Stay Safe

Date: Tuesday, September 22, 2026

Time: 8:30am (PDT) to Noon

Location: Township of Langley Fire Department Hall 5, 20355 – 32 Ave., Langley, BC

RSVP: E_Burnaby_Traffic_Safety_Initiative@rcmp-grc.gc.ca

The BC RCMP and WorkSafeBC are co-hosting a free, half-day workshop for drivers and companies operating vehicles that require a Class 5 licence.

The session will cover important safety information like pre-trip inspections, truck routes, cargo securement, vehicle defects, weight regulations, and more and will answer any questions attendees may have.

Refreshments and a barbecue are included. Road Safety at Work will sponsor a morning breakfast, and SafetyDriven will host a lunchtime barbecue.

Get more [workshop information](#) here.

RSVP via email E_Burnaby_Traffic_Safety_Initiative@rcmp-grc.gc.ca 🚚

RiskCheck: Conducting Road Safety Risk Assessments Online Workshop

Date: October 21, 2026

Time: 10:00am (PDT) to Noon

Location: Via Zoom (*Technical Requirements: Zoom desktop client for Windows or macOS, or Zoom mobile app for Android or iOS as well as a microphone and speakers (headset recommended)*)

Click Here to Register

This free workshop shows you how to use RSAW's RiskCheck tool to identify and assess road safety risks, then create an action plan to reduce the risks. This workshop includes resources that help to identify and categorize driving-related hazards, details on how to evaluate risks and set priorities to control those risks and how to apply what you've learned in your workplace as well as a demonstration of RiskCheck.

Upon completion of the session and assignment, a Record of Participation will be provided which acknowledges your commitment to improving the safety of everyone who drives for work. 🚚



Are Your Employees Prepared for a Driving Emergency?

Source: Road Safety at Work

Driving can be the riskiest thing employees do at work, even if they only do it occasionally. Employers are responsible for the safety of employees when they drive on the job, from making deliveries to visiting clients.

If a work-related motor vehicle incident happens, the first few minutes afterwards are critical. Employers need to train employees on their policy and procedures for driving-related emergencies on the job.

Road Safety at Work advises that employees should take immediate steps. They should check for injuries and call 911 if emergency assistance is needed, move to a safe location and notify their supervisor as soon as possible. Providing emergency checklists to employees can help them respond clearly and consistently.

Employees should also understand what information to collect after an incident. Photos of the scene, witness names and contact information, road and weather conditions, vehicle damage and written notes about what happened can all help support an investigation.

The purpose of an incident investigation is not to assign blame. Instead, it is to understand what contributed to the incident and how to prevent something similar from happening again.

In many cases, the cause of motor vehicle incidents could be a combination of factors. Fatigue, schedules, training, vehicle maintenance, distraction, and lack of trip planning or policy and procedures can all play a role.

Employers should train supervisors on motor vehicle incident reporting and investigation procedures. Investigations can uncover gaps in policies, training, supervision or equipment that may increase risk across the organization.

Even if another driver caused the incident, employers could still learn lessons that help reduce future risks.

Road Safety at Work offers free resources to help employers prepare employees for work-related driving incidents. These include checklists, investigation forms and online courses. Visit RoadSafetyatWork.ca and use the virtual assistant at the lower right of any page to find what you need. 🗺️

Checklist



What to Do if You're Involved in a Crash

Print these instructions and carry a copy in the glove box of your vehicle.

Step 1: Ensure your safety

- ☐ Turn off your vehicle and turn on emergency flashers.
- ☐ Check yourself and your passengers for injuries.
- ☐ Call or have someone else call the police or 911 if it's an emergency.
- ☐ Before getting out of your vehicle, put on your high visibility vest and check the area for hazards to avoid such as downed power lines, traffic, glass, debris, fuel leaks, fire, etc.
- ☐ Secure the scene to ensure further harm does not occur. Ask someone to control traffic, set up temporary protective barriers, etc.
- ☐ Provide all reasonable assistance, including first aid.
- ☐ Cooperate with emergency responders and enforcement officials as they arrive.

Step 2: Collect information

- ☐ Record the date, time, and location of the crash.
- ☐ Take photos of the scene and surrounding area, damage, and injuries.
- ☐ Make sketches of the scene showing direction(s) of vehicle, travel, point of impact, vehicle locations, eyewitness locations, etc.
- ☐ Describe what happened. Use clear notes to state the order of events.
- ☐ Record Vehicle Identification Number (from insurance papers or on vehicle), licence plate number, make, model, year and color of vehicles involved.
- ☐ Record full names, addresses, and phone numbers of drivers, passengers, registered vehicle owner(s), and witnesses.
- ☐ Record contact information for vehicle insurer(s), including policy number(s).
- ☐ Use notes or photos to record information about the weather (precipitation, temperature, lighting), road (surface, obstructions, traction), and traffic conditions.
- ☐ Make notes about indications of impairment (drugs, alcohol, or fatigue), behaviours of people involved, and other things that may have influenced the events.

Step 3: Notify others as soon as reasonably possible

- ☐ Notify your employer and/or supervisor.
- ☐ Notify [WorkSafeBC](#) if you're injured and require medical treatment.
- ☐ Notify [ICBC](#) and any other insurance company you deal with.
- ☐ Notify family, affected co-workers, clients awaiting your arrival, etc.

The information contained in this checklist is for educational purposes only. It is not intended to provide legal or other advice to you, and you should not rely upon the information to provide any such advice. We believe the information provided is accurate and complete; however, we do not provide any warranty, express or implied, of its accuracy or completeness. Neither WorkSafeBC, nor the Justice Institute of British Columbia nor Road Safety at Work shall be liable in any manner or to any extent for any direct, indirect, special, incidental or consequential damages, losses or expenses arising out of the use of this checklist. May 2022