



# RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA

FORESTRY TRUCKSAFE



BC **Forest Safety** Council

○ PRINTABLE VERSION

February 6, 2009----ISSUE 95

**Safety in Forestry Transportation TruckSafe Rumbings is published biweekly to keep you informed on what is happening in forest hauling safety in BC. Call MaryAnne Arcand to provide input or get the news out on best practices and concerns in the industry.**

## **HOUSTON TRUCKERS PROTEST WORKSAFE REGULATION**

A group of Houston Truckers have sent the following letter to WorkSafe BC. Let us know your concerns and feedback, and we'll forward it as well:

To Diana Miles, WorkSafeBC

Re: **OH&S Regulation Section 26.66 (4.1) concerning climbing on Logging truck bunks and trailer assemblies.**

There is much concern with the northern interior off-highway long load truckers that the above regulation is causing more of a safety hazard than the alternative of safely climbing on the trailer superstructure.

The first concern is that the truck drivers are potentially exposing themselves to musculoskeletal injury (MSI) by having to pull their stakes down from the ground level. Off-highway long load stakes are generally harder to pull down than the Short load or highway truck stakes. This is due to the tighter double springs in the Off-highway trucks in comparison to the single springs in Short load or highway truck stakes. Due to the configuration of the trucks the drivers are forced to put themselves in awkward positions in order to gain leverage to pull the stakes down. In order to correctly pull the stakes down in accordance with the Work Safe BC Ergonomics (MSI) Requirements publication the driver would have to stand directly in front of the stakes and pull down. This is not possible in most truck configurations.

Another issue that truck drivers experience is build up of debris and ice on their bunks. In order to properly clean the bunks and inspect them thoroughly drivers need to climb up on their superstructure. By not properly cleaning their bunks a hazard is being created as pieces of debris (bark, wood, rocks) and chunks of ice will fall off during transit and potentially injure a member of the public. Another hazard of leaving ice buildup on the bunks is that it increases the potential of the next load of logs slipping off the bunk. A thorough inspection of the bunks while the driver is up on them insures that any issues with the bunks are noticed and dealt with in a timely manner. Injuries to drivers and other people and damage to property can occur from poorly maintained trucks. These inspections ensure that any potential safety incidents from issues such as broken/cracked stake pins and pockets, damaged stakes, or damaged stake cables are avoided. The present stake lowering system hasn't changed in decades. Trailer manufacturers/bunk builders have not figured out a better system than the present one. The standard past stake lowering procedure resulted in very few injuries compared to the increased potential for injuries by changing the standard.

Our suggestion is that the regulation be either rescinded or changed to reflect the above concerns. Another suggestion is to allow drivers to attach non-slip steps to their trailers to make access to the superstructure safe. This would insure that 3-point contact was being maintained at all times and allow the driver to properly inspect and maintain his truck.

Houston Safe Truckers Group

### **VAVENBY TRUCKERS ADD THEIR SUPPORT**

I am adding the concern of Vavenby truckers to this issue. We see the Regulation 26.66 (4.1) as creating additional hazards for the following reasons:

- We are required by common sense as well as regulation to inspect our bunk and stake assemblies for wear, and damage. It is not possible to do this properly from the ground, nor when the extension is folded, nor when the trailer is loaded.
- We must remove debris such as ice, mud, and bark from the channel on the bunks and stakes. It is impossible to do this while keeping both feet on the ground.
- Trailer loader areas are confined spaces and it is not easy to fold stakes with a device such as a pike pole in this area.

Not all stakes and extensions are the same length. We transport a lot of long logs in this area, and our extensions are longer and sturdier than those found on short log rigging. Thus our extension springs are also stronger than most. Folding the extensions with a pole is possible, but not easy. We agree with the Houston Safe Truckers comment about the potential for injury.

While I can see the risk of injury caused by unnecessary walking on rigging without proper care or support. The regulation does not solve the problem, and it creates greater risks. I believe WorkSafeBC should **indemnify and hold harmless** all truckers from personal injury to any third party or property caused by following these procedures, as well as provide an exclusion from pre and post trip inspections until the issue is properly resolved, or the issue is rescinded.

- Alan Garland, Clearwater

### **LOG TRUCKER MEETING TO BE HELD IN QUESNEL TOMORROW**

The CILA is hosting a meeting in **Quesnel** tomorrow morning, Saturday February 7, to address primarily trucking issues. Topics will include Forestry TruckSafe's role in helping truckers, **the move to 9'6" bunks, cancellation of Autotel, the VIN plates, radar guns, road maintenance, WorkSafe's Resource Road Safety Practices (RRSP), and the upcoming radio/signage standards project.** All truckers and contractors are welcome. The meeting will be held at the Sandman on Hwy 97 from 8am. Coffee and refreshments will be served.

### **SAFETY SYMPOSIUM IN POWELL RIVER READY TO GO THIS WEDNESDAY**

Roger Whittaker from 3 Leaf Contracting in Powell River had a vision for bringing Sunshine Coast and Vancouver Island forest workers together for a Safety Symposium in their own area. He put the idea out there, started raising money and finding speakers, and let people know what he was up to. The end result? This coming Wednesday, Feb 11, more than 250 people will be attending the Safety Symposium 2009. It will be a good day of information and inspiration, well worth taking the time to attend (there's no cost). It's worth it just to hear Dr Lou Francescutti alone – he's an amazing presenter!

There's still room and time to register (again, no cost), just go to <http://sites.google.com/site/2009safetysymposium/Home>

Great job Roger, we'll see you there!

### **AUTOTEL SERVICE CANCELLATION A SAFETY CONCERN FOR MANY FORESTRY OPERATIONS**

If you run an Autotel unit, you should by now have received a written notice of Telus' intention to cancel Autotel service this spring. We have had numerous calls and emails expressing safety concerns about the lack of reliable alternatives for reliable communication and tools for man checks. A growing number of companies are

mounting a letter writing campaign to Telus to ask for a delay until reliable replacement services are available.

We have talked to both Globalstar and Iridium about satellite service as an alternative. All of you who have Globalstar sat phones (like me!) know that they are not reliable, and service is spotty, if you get any at all. This is not in compliance with regulations regarding Emergency Response Plans and man checks, etc. Globalstar recognizes its issues and has active plans to deal with them. They are also asking Telus for a delay, until they can get more satellites in the air, and better more consistent coverage. Iridium dealers tell us their system is more reliable, and they will give you credit for your Globalstar equipment against the purchase of an Iridium system, which costs about \$1900, In this economy – or any time, actually- that's a lot of money, but also unfair when there are no alternatives.

If you wish to register a protest to Telus, or request a delay in the cancellation of Autotel services, send us a quick email and we'll fire you back a form letter with the right addresses etc, so you can send it directly to the people who need to hear about this. But we're going to have to make a LOT of noise to get the critical mass needed to get their attention!

## **WESTERN SILVICULTURE CONFERENCE ATTENDEES HEAR VISIONS FOR THE FUTURE OF BC'S FORESTS**

As the WSCA annual conference comes to a close today, attendees have much to think about and consider. They heard from excellent panelists about the future of the forests, particularly around lands affected by the MPB epidemic, and from Carol James, Leader of the NDP, Minister Pat Bell, and Forestry Critic MLA Bob Simpson about government and potential government visions and plans.

The WSCA conference is always an interesting one because of the level of engagement and discussion that the delegates get into – nothing gets a surface touch or a glossing over- and this year was no exception. The group also heard from the Safety Council's new Chair, Bev Briscoe who commended them on their safety efforts, acknowledging that 2008 wasn't such a good year for silviculture in terms of fatalities, but that we need to stay the course on the safety file, especially in the tough times.

Congratulations to John Betts and the crew for another well organized and thought provoking event!

## **YOUR VOICE**

Mary Anne: re: weight in pickups (letter in Jan 26 issue)

There is not much of a need to do studies on this topic as there are literally thousands of testimonials on the internet (try googling pickup + traction for over 2,000,000 hits). There seems to be little argument there that additional weight **over the rear axle of a pickup** provides for added traction in the winter. Ask any logger with a tidy tank in the back! Even 100 lbs can make a difference but most studies seem to prefer at least 300 lbs for a 3/4 ton. No question the weight should be secured to the bed somehow so its not flying around during an accident. The extra weight does result in increased stopping distance but this appears to be far outweighed by the benefits gained by the increased traction. No question that good winter tires (and slowing down) are a must but can be used in combination with the extra weight for even better results (might as well stack the deck in your favour). I'm always concerned when I see the comment "engaging the 4 wheel drive" in relation to winter driving, too many people become over confident with this and travel too fast for conditions as a result. You can't "feel" the road as well, that first initial slip or early warning. Once you're well in to that patch of ice the 4 wheel drive makes no difference at all. One other caveat, don't try the extra weight with an SUV, car etc. especially if its front wheel drive, totally different physics lesson. Thanks for listening to my rant. DP

---

Hi MaryAnne (response to letter in Jan 26 Rumbings)

This is in response to the lady who voiced her concerns about being forced to drive faster than she felt was reasonable by comfortable with by a logging truck that was tailgating.

There are several actions that a person can take in that situation and most of them are inappropriate. The one that is most appropriate is to record the license plate number and description of the offending truck and report it

to the employer along with the time and location of the incident.

It is the responsibility of the employer to ensure that all employees are doing their jobs safely and in a manner that does not endanger others and undertake disciplinary measures if they don't do it. If you were able to communicate with the driver, and it sounds like you did, advise him of the actions you are going to take if you want to, but make sure that you do report the circumstances of the incident to the employer. If the driver is an owner/operator, you report it to the mill that he is delivering wood to and the police. Or the contractor he is hauling from. Drivers like that are what gives the profession a bad name and I don't think that the industry is so short of truckers that it needs to employ the bad apples.

My second comment is that a driver's responsibility to do his work safely is no different on logging roads than it is on the highway. They are still public roads. Administration may be different, maintenance levels vary, but the owner and the safety laws governing them are the same. Logging traffic has no more right to drive on the road than you do.

RF

---

#### **UPCOMING EVENTS**

February 7 CILA and TruckSafe meeting in Quesnel – Sandman, 8am  
February 11 Safety Symposium 2009, Powell River – Evergreen Theatre 8:30 am  
April 1 – 3 COFI Conference, Prince George  
April 16-18 ILA Convention and Trade Show, Vernon

If you have a trucking related event you'd like us to post for you, email [arcand@bcforestsafe.org](mailto:arcand@bcforestsafe.org) with the details.

***If you know someone who would be interested in receiving TruckSafe Rumbblings, please forward this email along. Signing up is easy. Just [click here](#) and you will be taken to our new sign up page. If you know someone who'd be interested but doesn't have email, forward their fax number to us at [arcand@bctrucksafe.org](mailto:arcand@bctrucksafe.org)***

**Copyright 2008**