



SAFETY MEMO

To: Harvesting Contractors, Private Wood Suppliers, Harvesting Supervisors, Logging Truck Drivers
Date: April 5, 2006

Copy To: Canfor Scales
From: PG North Canfor/Contractor Joint Safety Committee

Subject: **SAFETY HAZARD ALERT**
Location: CAC office
File:

SAFETY HAZARD ALERT

At the March 23, 2006 PG North Canfor/Contractor Joint Safety Committee meeting an incident was reviewed that had the potential to result in very serious injury or death.

The incident occurred about an hour north of Prince George. A lowbed was hauling a processor when he spun out on a 10% adverse section of the road resulting in the trailer going partially in the ditch. The lowbed operator communicated on the road channel that the road was blocked. A skidder was then called from a nearby logging block to help pull out the trailer from the ditch. The skidder and a number of other workers were in the process of pulling out the lowbed, and had blocked the entire road. An empty hayrack logging truck traveling in the opposite direction unaware of the road being blocked came over the 10% hill, and was forced to hit the ditch in order to avoid hitting the lowbed and the people who were working on pulling out the lowbed. The incident report estimated the time between the lowbed spinning out, and the empty logging truck arriving was 20 minutes. No signs or flares were placed to warn oncoming traffic. Chains were not utilized by lowbed. Road conditions were slippery at the time.

The following steps must be taken when road blockages occur:

1. **Immediately** drivers must communicate on the radio warning all drivers that road is blocked at a specific location. Repeat 2 or 3 times to ensure oncoming traffic are aware of the road blockage.
2. Drivers must then **immediately** put up hazard triangles/signs to ensure oncoming traffic is aware of the danger ahead.
3. Driver must assess the situation and decide if it warrants closing the road to deal with the problem. If a road closure is required, and the trucker must devise a system to alert drivers that road is entirely blocked. Fluorescent flagging ribbon or spray paint on some logs could help to stop oncoming traffic.
4. Once additional help arrives, individuals need to designate a flag person to protect the workers who are clearing the road blockage.
5. Flag persons need to stay in place until road blockage is cleared.

The first priority when road blockages occur is that oncoming traffic is aware of the blockage. The steps above are crucial in preventing a serious accident from occurring.

A further recommendation made from this incident, is that drivers must assess road conditions on an ongoing basis, and chain up trucks to deal with changing road conditions so as to avoid creating these road blockages.

Please review this hazard alert with all drivers in forest industry.

Prince George Canfor/Contractor Joint Safety Committee