



# SafeTalk



## Coroner's Inquest into Trucking Fatality

## Coming Events

- June 23-24 Local 1-424 Education Conference, Prince George BC*
- July 9-20 Sullivan Mine Coroner's Inquest, Kimberley BC*
- August 6-10 International HS&E Conference, Dearborn Michigan*
- September 16-19 Canadian Public Health Association 2007 Annual Conference, Ottawa Ont.*
- September 17-18 CCOHS Forum '07 Emerging Health & Safety Issues in Changing Workplaces, Vancouver BC*
- September 20-21 SHARP Conference, Prince George BC*



**Andy King, USW national health, safety & environment department head and Stan Wheeldon, Prince George Trucking Association (PGTA) president outside the Prince George court house.**

### Fatality in Local 1-2171

On June 21, Local 1-2171 member Bryan Valleau, 60, succumbed to injuries he received when the logging truck he was preparing for loading shifted on a slope and ran over him.

The accident occurred in the Elaho Valley northwest of Squamish BC.

Bryan was working for a contractor logging on a tree farm licence owned by the Squamish First Nation.

The investigation into the accident is continuing. Our sincere condolences go out to Bryan's family, friends and coworkers.

The USW was granted standing at the coroner's inquest into the death of Frank Leroux who died on March 20, 2006. Leroux was driving a loaded logging truck when his truck left the road as he was attempting to get past an empty

logging truck on the Finlay-Phillip forest service road near Mackenzie BC. The two trucks met unexpectedly as there was a miscommunication between the trucks hauling on the road, The road width were the truck left the road was only 6.0 metres. Although Leroux's death was ruled an accident, the jury made 17 recommendations to various agencies and forest minister Rich Coleman.

The USW was represented by Andy King and District 3 health, safety & environment coordinator, Ron Corbeil. This was the first inquest into a forest fatality in the Prince George area. Inquests were a key demand in the USW "Stop the Killing" campaign.

Veteran trucker, PGTA's president Stan Wheeldon acted as an advisor to the USW and was called upon as an expert witness. The jury heard evidence that truckers did not participate on safety committees until the PGTA initiated job action, demanding a safer work environment and fair compensation. The USW Local 1-424 acts as the PGTA's bargaining agent.

The USW is calling for immediate implementation of the coroner's jury's recommendations, including re-regulation of the forest-sector safety standards and inclusion of a safety objective in the BC Forest and Range Practices Act (FRPA). Steelworkers have been pushing for a safety objective in the Act since it was in draft; a safety objective would put the onus for safety on companies that prepare plans and government decision-makers who approve them. It would ensure that someone who is actually in the planning loop is responsible for the safety of workers and the public, just as they are responsible for fish streams, wildlife habitat and timber values.

Other recommendations directed to the ministry aimed specifically at resource-road safety include regulation of load limits, road signage, risk assessments for forest roads, better radio protocols and more enforcement of resource-road safety.

(RECOMMENDATIONS ON PAGE 2)

## RECOMMENDATIONS OF THE CORONER'S JURY IN THE DEATH OF FRANK LEROUX

To: Honourable Rich Coleman  
Minister of Forests and Range

We recommend that BC Timber Sales should be required to conduct risk assessment when allocating timber sales; such risk assessments should include study of impact on road safety and take into consideration operations involving existing road users.

We recommend that the Ministry of Forests and Range work towards standardization of forest road signage including the location and format of kilometre markers, must-call signs and signs indicating the location of pullouts.

We recommend a District Manager should be required to conduct an assessment of road user safety or be satisfied that such a risk assessment has been completed prior to issuing any road use permit.

We recommend a District Manager should be required to ensure that, if a road use agreement is required, a condition of the road use permit should be that road safety is addressed in the road use agreement.

We recommend that the Compliance & Enforcement staff be required to notify the road use committee and/or the primary road user of all instances of non-compliance with laws, regulations and rules of the road, including information related to written and verbal warnings issued to drivers.

We recommend that worker health and safety and road user safety, be included as an objective in all forest stewardship plans.

We recommend that adequate resources be provided to Compliance & Enforcement to ensure that adequate level of enforcement, including road safety focused enforcement, is carried out on forest roads.

We recommend that the Ministry of Forests and Range consider developing safety focused standards for the engineering, construction and maintenance of resource roads as well as assess the standards and upgrade accordingly.

To: Douglas Enns  
Chair, Board of Directors, Worksafe BC

We recommend that WorkSafe BC commission an engineering study to assess safe load limits for off-highway trucks and prescribe such load limits in the Occupational Health and Safety Regulations.

We recommend that WorkSafe BC make it a requirement that the primary road user on a multi-employer forest road establish the position of an unbiased Road Marshall or Truck Foreman to monitor road safety including road maintenance and snow ploughing, radio protocol compliance and compliance with speed limits and other rules of the road.

We recommend that WorkSafe BC conduct a study to test the feasibility of requiring the installation and utilization of truck tracking and monitoring devices for the purpose of road use compliance.

We recommend that WorkSafe BC, in conjunction with the RCMP, coordinates and implements a minimum of two resource road checks per logging season per forest district in regard to drug and alcohol abuse.

We recommend that WorkSafe BC notify all forest employers and remind them of their responsibility in regard to their employees' safety that it is from home to home not just within a specified work area, such as a forest service road or a logging site.

To: Tanner Elton  
CEO/ Executive Director, BC Forest Safety Council

We recommend that the BC Forest Safety Council continue to work, and expedite its efforts towards the development of a standardized radio use protocols throughout the province.

We recommend that the BC Forest Safety Council work on education of truck drivers about the compliance with requirements of pre-trip inspections, brake adjustments and seatbelt use.

We recommend that the BC Forest Safety Council move the issue of substance misuse in the forest industry to the forefront of their agenda.

To: Paul Taylor  
President & CEO  
Insurance Corporation of British Columbia

We recommend that the Insurance Corporation of BC implement a forestry endorsement for commercial drivers and to include a 50 hour ride along time in a commercial logging truck prior to receiving the endorsement.