



SafeTalk



District 3 Health, Safety & Environment Conference Held in Edmonton, Alberta



District 3 Director Steve Hunt spoke of the importance of negotiating health and safety language into our collective agreements at the conference in Edmonton on March 10, 11. Steve reminded the delegates that legislators can take away worker's rights. Approximately 90 delegates from across western Canada and the territories attended the conference.



Clockwise from above, Steelworkers-Wood Council chair Bob Matters, greeted the delegates and pointed out that 80 percent of fatalities in the BC forest industry occur in non-union work places. Local 5885 president Duane McEwan reminded delegates of the Steelworkers proud history of fighting for workers health and safety. Alberta Federation of Labour president, Gil McGowan told the delegates that health and safety is a "bedrock issue" for Albertans. Alberta NDP leader, Brian Mason told the delegates that the lack of WCB enforcement in Alberta is "virtually criminal."



Coming Events

April 2 BC Fed Accident Investigation, Grand Forks, BC
 April 17 BC Fed Accident Investigation, Vancouver, BC
 April 28 National Day of Mourning



Panelists above, l to r, Pat McGregor, Darren Patrick and Karen Reay spoke about successes and setbacks with their H&S committees. Below, l to r, Trevor Zerff, Brian O'Rourke and Kelly Reynolds spoke about how their locals are dealing with employer driven H&S programs.



Above, Jasmine Jaworenko of Local 8646 in Yellowknife, and Terry Galvin of Local 1-424 discuss an issue about employer driven H&S programs. Below the cast from "Work Plays" discuss their experiences of taking their play on workers health and safety to Alberta schools.



HAZARD ALERT

Type of Injury: Non-Injury

Type of Occurrence: Motor vehicle accident

DESCRIPTION OF INCIDENT

A loaded logging truck was travelling along a forest service road with a steep downhill grade when the brakes on the trailer failed. The logging truck travelled onto a run-away lane where it came to a stop, and then rolled onto its right side.

Type of Injury: 1 Injury

Type of Occurrence: Caught in or between equipment

DESCRIPTION OF INCIDENT

The worker was attempting to turn a board when his hand was pulled into the Pineapple Roll of the Planer.

Type of Injury: 1 Injury

Type of Occurrence: Caught in or between equipment

DESCRIPTION OF INCIDENT

A worker was conducting a knife change on the chipper and training another worker at the same time, when the deflection fins on the back of the knives caught his hand between the knife drum and the housing.

Type of Injury: 1 Serious

Type of Occurrence: Caught in or between equipment

DESCRIPTION OF INCIDENT

Worker contacted the running head saw of a shingle machine with left hand, resulting in injuries to the hand.

Type of Injury: 1 Serious

Type of Occurrence: Motor vehicle accident

DESCRIPTION OF INCIDENT

A loaded logging truck contacted the back fender of an industrial ambulance while attempting to pass on the highway. Both the logging truck and the ambulance ended up in the ditch.

Type of Injury: 1 Serious

Type of Occurrence: Lockout

DESCRIPTION OF INCIDENT

Employee entered a barricaded pit at the Tail Drum Waste Conveyor to dislodge a wooden block and reached in, catching his hand in the mechanism, which pulled his arm in and around the conveyor drum.

Type of Injury: 1 Serious

Type of Occurrence: Caught in or between equipment

DESCRIPTION OF INCIDENT

A young worker was operating a MRT Multiple Trimsaw, when he reached into the equipment to unjam a board while the infeed lug transfer chains were still moving. The worker's right hand got caught on a lug on a moving transfer chain and amputated above the wrist when it was pulled through a rotating trimsaw.

FAILURE TO COMPLY WITH SIGNALS CAUSED TRAIN COLLISION; FATIGUE A POSSIBLE FACTOR

The National Transportation Safety Board determined that the probable cause of a fatal train collision was the failure by the crew to comply with wayside signals requiring them to stop at North Anding. The crew's attention to the signals was most likely reduced by fatigue, the Board said, although other factors cannot be ruled out.

On July 10, 2005, two CN freight trains collided head on in Anding, Mississippi. The collision occurred on the CN Yazoo subdivision where the trains were being operated under a centralized traffic control (CTC) signal system on a single track. Signal data indicated that the northbound train continued past a stop (red) signal at North Anding and collided with the southbound train. The collision resulted in the derailment of 6 locomotives and 17 cars. About 15,000 gallons of diesel fuel were released from the locomotives and resulted in a fire that burned for about 15 hours. There were two crewmembers on each train and all four were killed.

The Board stated that the northbound crew should have been able to see an approach signal and would have had ample time to slow down the train on the main track and be prepared to stop at the next signal. There was no indication that the northbound train slowed or that brakes were applied.

As part of its accident investigation, the Safety Board examined the work/rest cycles of the northbound train crew based on CN records and interviews with family members. A regularly deficient amount of sleep can impair human performance and alertness. Based on a review of the crew's 72-hour work/rest history prior to the accident, and the crew's previous 5-day work schedule, the Board believes that the train crew's short sleep periods likely led to their developing a cumulative sleep loss, or sleep debt. Sleep debt occurs when an individual does not obtain sufficient restorative sleep over time.

Weyerhaeuser Faces Largest Fine Ever From BC WCB

Weyerhaeuser Canada has been levied a \$297,000 fine imposed by WorkSafe BC over the sawmill death of USW Local 1-3567 member, Lyle Hewer.

Lyle died Nov. 17, 2004 when he entered a hog silo to dislodge debris that had jammed up. The debris came loose while Lyle worked on it and it engulfed him, suffocating him.

The silo was known to be dangerous but senior management resisted work orders from line managers because it would cost too much money.

The work was done after the fatality. The cost was \$30,000.

The New Westminster police force recommended criminal charges under Bill C-45, the Westray Bill.

A representative from the BC criminal justice branch said the evidence presented to crown council was in the public interest to prosecute but did not support a substantial likelihood of conviction. District 3 Director Steve Hunt said, "Lyle's death was needless and there has to be some responsibility for neglect or stupidity or ignorance, which ever one of those words apply to the death of Lyle."

The only other penalty approaching the Weyerhaeuser fine was \$270,000 levied against Teck Cominco after a 2001 incident in which dozens of workers at the Trail smelter were exposed to the toxic chemical thallium.