

Section 1

Update on the implementation of
recommendations from:

Preventing Fatalities and Serious Injuries in B.C. Forests: Progress Needed

January 2008

April 2009

Response from the Ministry of Labour and Citizens' Services
and Ministry of Forests and Range



Ref: 53878

FEB 25 2009

Mr. Morris Sydor
Assistant Auditor General
Office of the Auditor General of British Columbia
8 Bastion Square
Victoria, BC V8V 1X4

Re: **Follow-up Review of Your Report *Preventing Fatalities and Serious Injuries in B.C. Forests: Progress Needed* – Report 5 – January 2008**

Dear Mr. Sydor:

Thank you for your letter of January 28, 2009 requesting an update on our progress in implementing the above-noted report.

We welcome the opportunity to update you on our progress in implementing the recommendations from your insightful report. Government recognizes the importance of obtaining tangible improvements in forest worker safety and has made significant progress in implementing your recommendations through the newly formed Interagency Committee on Forest Safety. We are mindful there is still more to do to address this serious issue.

We would like to draw your attention to the following highlights:

In 2008, WorkSafeBC made amendments regarding forestry operations to the *Occupational Health and Safety Regulation*. These amendments are intended to improve safety in the sector by increasing supervision, mandating training, requiring the designation of prime contractors, and ensuring the safe use of mechanical falling equipment.

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Response from the Ministry of Labour and Citizens' Services and Ministry of Forests and Range

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The BC Forest Safety Council has increased the types of training and certification courses it offers, including Individual Owner Operator Safety Training (offered as part of the Council's SAFE Companies certification program), and Faller Supervisor Certification. Plans are also underway to develop a training standard for use in the log hauling sector. In 2008, there were 2,916 enrollments in the Council's training and certification programs, compared to 2,555 in 2007.

BC Timber Sales, as of December 31, 2008, requires all of its contractors to be SAFE certified, and the Ministry of Forests and Range's Forests for Tomorrow Program is implementing similar requirements. Further mandatory SAFE certifications are being considered by the ministry.

WorkSafeBC has continued with its Integrated Forest Compliance Strategy, which emphasizes shared responsibility and accountability for safety through education, inspection, and increased enforcement. In 2008, 3,943 inspections were conducted, up from 3,742 in 2007.

To address safety on resource roads, WorkSafeBC has undertaken a "Demonstration Project", designed to address the management of complex road systems used by a multitude of different parties, both industrial and private. The project also examines new technology that may contribute to safer use of roads by drivers, and more importantly, examines how due diligence for responsibility by owners and prime contractors can be effected through Road Safety Management groups established in various forest districts throughout the province.

Other actions to improve safety on resource roads includes the purchase of radar guns and increased enforcement of speed restrictions on Forest Service Roads by the Ministry of Forests and Range, as well as changes to the *Occupational Health and Safety Regulation* that require drivers to keep log books.

The above-noted actions, along with changes undertaken by industry and workers, have contributed to the 20 percent reduction in serious injuries in forestry for 2008. However, the number of fatalities in the sector in 2008 is unacceptable and more needs to be done.

WorkSafeBC is investigating faller fatalities in 2008 and in earlier years to determine the causes and the effectiveness of current training programs. The answers will help build risk intervention strategies and fine tune existing training processes. WorkSafeBC is also undertaking a comprehensive examination of the effects of fatigue impairment on work place safety. These efforts will help determine future policy.

Government is considering amendments to the *Workers Compensation Act* to address the accountability and protection of self-employed forest workers. Further work is being

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Response from the Ministry of Labour and Citizens' Services and Ministry of Forests and Range

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undertaken to develop legislative options to address forest worker safety. The Ministry of Forests and Range is also conducting consultations regarding legislative changes to regulating resource road use in an effort to better accommodate multiple users and to increase safety.

We will also be implementing evaluation and monitoring systems to ensure our efforts have the desired outcome of significantly reducing forest worker injuries and deaths.

Although we do understand the necessity to focus on the tangible results, it must be recognized that both ministries are involved in other activities that enhance forest worker safety. For example, the Ministry of Forests and Range and WorkSafeBC have increased collaboration on roads and safety culture in the forest sector.

We have enclosed a detailed recommendation status summary from the Ministry of Labour and Citizens' Services and the Ministry of Forests and Range.

We would be pleased to meet with you to discuss our progress to date. If you have any questions or require further information, please call Mr. David Morel, Executive Lead – Interagency Committee on Forest Safety, Ministry of Labour and Citizens' Services, at 1-250-387-3123.

Yours truly,



Paul Straszak
Associate Deputy Minister
Ministry of Labour and Citizens' Services



John Dyble
Deputy Minister
Ministry of Forests and Range

Attachments: 2

cc: David Morel, Executive Lead
Interagency Committee on Forest Safety

RECOMMENDATION STATUS SUMMARY
Preventing Fatalities and Serious Injuries in B.C. Forests: Progress Needed
As at January 31, 2009

(Please tick implementation status for each recommendation)

Auditor General's Recommendations	Implementation Status			
	Fully	Substantially	Partially	Alternative Action No Action
1. We recommend that government assign one ministry to lead in issuing policy direction including: <ul style="list-style-type: none"> • initiating regulatory change. • closing jurisdictional gaps. • assigning resources to meet government's safety commitments. 				X
2. We recommend that the Ministry of Labour and Citizens' Services consider how best to ensure that a robust safety infrastructure is directly supporting every forestry work site.		X		
3. We recommend that the Ministry of Labour and Citizens' Services bring self-employed forest workers under the province's occupational health and safety regulations.			X	
4. We recommend that the Ministry of Labour and Citizens' Services ensure that a mandatory prequalification requirement for all firms is put in place, ensuring that forest industry firms, regardless of the size of the entity, be required to demonstrate safe operation and organization as a precondition for working in the industry.		X		

Response from the Ministry of Labour and Citizens' Services
and Ministry of Forests and Range

Auditor General's Recommendations	Implementation Status				
	Fully	Substantially	Partially	Alternative Action	No Action
5. We recommend that government consider economic incentives, outside the workers' compensation system, for rewarding safe operators. These should reach down to the smallest firms and the self-employed, to encourage faster progress toward achieving the forest worker safety goals of government.			X		
6. We recommend that existing health and safety regulations be more vigorously enforced by WorkSafeBC through inspections, follow up on infractions and punishment of non-compliance.	X				
7. We recommend that government leadership on safety seek direct input from other natural resource-based industries having better safety records, such as mining.	X				
8. We recommend that robust safety planning in all aspects of forest operations should be made mandatory by the Ministry of Forests and Range.			X		
9. We recommend that the Ministry of Forests and Range seek two amendments to the Foresters Act: <ul style="list-style-type: none"> • Make forest worker safety an explicit object of the Association of Forest Professionals under section 4 (2). • Include in the definition of 'practice of professional 			X	X	

Response from the Ministry of Labour and Citizens' Services
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Auditor General's Recommendations	Implementation Status				
	Fully	Substantially	Partially	Alternative Action	No Action
forestry' explicit mention of competence in forest worker protection.					
10. We recommend that WorkSafeBC enforce the requirement that supervision be in place for all forest workers, including fallers and truckers.	X				
11. We recommend that the Ministry of Forests and Range use its powers to enforce safe use of resource roads. The Ministry should establish and participate actively in resource road user committees.	X				
12. We recommend that training relative to known risks should be made mandatory. For example, drivers who lack specific experience and training in driving large loads off-highway should be required by ICBC to demonstrate competency before being given independent control of such a vehicle. Fallers should be required by WorkSafeBC to demonstrate competency in danger-tree recognition, non-destructive tree evaluation, and blasting, so that they have a wider range of tools and techniques available when specific risks are present.		X			
13. We recommend that the Ministry of Labour and Citizens' Services identify, through credible third party research, safe work hour limits for high-risk forestry occupations and then regulate and enforce those limits accordingly. These limits		X			

Response from the Ministry of Labour and Citizens' Services
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Auditor General's Recommendations	Implementation Status				
	Fully	Substantially	Partially	Alternative Action	No Action
should be made applicable to self-employed forest workers as well as those employed in the industry.					
14. We recommend that the Ministry of Labour and Citizens' Services consider ways to better protect all forest workers during work-time travel.		X			
15. We recommend that a lead ministry coordinate sharing and consolidation of information on fatalities, serious injuries and near-misses to support more extensive educational and enforcement activities to promote safety. The lead ministry should consolidate fatalities and injuries data and ensure that a system of comprehensive research and reporting is in place, one that covers the activities of all forest workers including the self employed. That ministry should report meaningful information to the Legislative Assembly on a regular basis to provide legislators and the public with a basis for knowing whether safety improvements are working.			X		

PROGRESS IN IMPLEMENTING RECOMMENDATIONS FROM

Preventing Fatalities and Serious Injuries in B.C. Forests: Progress Needed

As at January 31, 2009

General comments

Please provide an introductory statement summarizing progress since the Public Accounts Committee last discussed the report.

The government has made significant progress in the implementation of the Auditor General's recommendations through the Interagency Committee on Forest Safety. We remain committed to fully addressing forest worker safety in British Columbia.

Progress by recommendation

For each recommendation, provide your assessment of implementation status as per the legend at the bottom of the page, and information on actions taken and results to support the status reported. Also include a work plan schedule for any recommendations not yet implemented.

Self-Assessed Status	Actions Taken Since Report Issued	Results of Actions and/or Actions Planned (with information on implementation)
<ul style="list-style-type: none"> • initiating regulatory change. • closing jurisdictional gaps. • assigning resources to meet government's safety commitments. <p>AA</p>	<p>Recommendation 1: We recommend that government assign one ministry to lead in issuing policy direction including:</p> <ul style="list-style-type: none"> • Forest worker safety is the responsibility of multiple ministries and agencies. A committee comprised of representatives from responsible ministries and agencies allows for a more comprehensive and fulsome approach to addressing this important issue. • The Interagency Committee on Forest Safety (ICFS) includes senior representatives from the ministries of Labour and Citizens' Services, Forests and Range, Transportation and Infrastructure, Energy, Mines and Petroleum Resources, Community Development, WorkSafeBC, and the BC Forest 	<p>Since its inception, the members of the ICFS have:</p> <ul style="list-style-type: none"> • Initiated regulatory change by amending Part 26 of the Occupational Health and Safety Regulation regarding forestry operations. • Identified and are taking steps to close jurisdictional gaps by <ul style="list-style-type: none"> ○ re-entering consultation with stakeholders regarding legislation for resource roads (the <i>Resource Road Act</i>); ○ reviewing the possibilities of amending the <i>Foresters' Act</i> to

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 P – Recommendation has been partially implemented
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Response from the Ministry of Labour and Citizens' Services
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<p>Self-Assessed Status</p>	<p>Actions Taken Since Report Issued</p> <p>Safety Council. The ICFS has met five times since the Report was issued and has developed a detailed work plan identifying steps taken, and to be taken, including timelines for completion and effectiveness monitoring, in addressing all of the Auditor General's recommendations.</p>	<p>Results of Actions and/or Actions Planned (with information on implementation)</p> <ul style="list-style-type: none"> ○ increase foresters' roles in planning for forest worker safety; ○ reviewing the possibilities of amending the <i>Ministry of Forests and Range Act</i> to promote and foster forest worker safety ○ exploring options to address forest worker safety within a regulatory framework; and ○ considering amendments to the <i>Workers Compensation Act</i> to provide for the accountability and protection of self-employed forest workers (independent operators). ● Assigned resources to meet government's safety commitments by participating in the ICFS meetings and assigning dedicated staff to undertake the actions identified to address the recommendations.
<p>S</p>	<p>Recommendation 2: We recommend that the Ministry of Labour and Citizens' Services consider how best to ensure that a robust safety infrastructure is directly supporting every forestry work site.</p> <p>To address the need for a coordinated safety system of prevention, inspection and supervision, from the largest company down to its contractors and independent operators, amendments to the health and safety regulation have been made and amendments to the <i>Workers Compensation Act</i> are under consideration.</p> <p>Regulatory Amendment: The review of Part 26 of the Occupational Health and Safety Regulation regarding forestry operations was conducted to ensure the regulatory standards provide an effective enforcement tool that addresses changing relationships in the industry and provides sufficient flexibility to allow for new logging methods and new developments in</p>	<p>The amendments to Part 26 came into effect on May 1, 2008. Monitoring the effectiveness of these amendments will commence May 2009, after a year's worth of claims and prevention data can be assessed.</p>

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	<p>technology. Amendments to Part 26 include planning, prime contractor qualification, and increased supervision:</p> <ul style="list-style-type: none"> • Prime contractors – owner required to ensure that a designated prime contractor be qualified and have the necessary authority to fulfill the responsibilities as prescribed under the <i>Act</i>, including authority over any employer, worker or other person at the workplace • Planning – owner and every person who has knowledge and control of a particular activity are required to ensure activities are planned and conducted in a manner consistent with the Regulation • Falling supervisor – a designated, qualified supervisor is required for all manual falling and associated bucking activities <p>Legislative Amendment: An amendment to the <i>Workers Compensation Act</i> is under consideration to address the accountability and protection of self-employed forest workers (independent operators).</p>	<p>Legislative amendment may be considered for Spring, 2010.</p>
<p>Recommendation 3: We recommend that the Ministry of Labour and Citizens' Services bring self-employed forest workers under the province's occupational health and safety regulations.</p>		
<p>P</p>	<p>An amendment to the <i>Workers Compensation Act</i> is under consideration to address the accountability and protection of self-employed forest workers (independent operators).</p>	<p>Legislative amendment may be considered for Spring, 2010.</p>

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<p>Recommendation 4: We recommend that the Ministry of Labour and Citizens' Services ensure that a mandatory prequalification requirement for all firms is put in place, ensuring that forest industry firms, regardless of the size of the entity, be required to demonstrate safe operation and organization as a precondition for working in the industry.</p>	<p>Mandatory standardized faller training has been a requirement in British Columbia since 2003 when the BC Faller Training Standard was introduced. Sections of Part 26 were amended to reflect the shift in emphasis from qualifying existing fallers to training and qualifying new fallers:</p> <ul style="list-style-type: none"> • every worker in a forestry operation is required to receive the training necessary to safely perform the worker's duties • fallers and buckers in any falling activities are to be qualified in a standard acceptable to the Board • faller training is mandatory <p>The BC Forest Safety Council launched the SAFE Companies program in October, 2006. This industry-wide safety certification program assists employers of every size to develop appropriate safety management systems that meet and exceed regulation. Based on completion of required training and meeting the standards of a safety audit process, firms are "SAFE-certified" and become eligible for receiving the WorkSafeBC Certification of Recognition and an annual 10% rebate of assessments paid. Provided they remain in good standing and complete an annual audit which is reviewed by the Council, employers will continue to enjoy the benefits of SAFE certification.</p> <p>The SAFE certification program and various training programs developed by BC Forest Safety Council continue to grow. Training and education programs offered include:</p> <ul style="list-style-type: none"> • SAFE Individual Owner/Operator Safety Training • SAFE Small Employer OHS Training 	<p>Monitoring of the effectiveness of the new regulation will commence in May 2009.</p>

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	<ul style="list-style-type: none"> • SAFE Companies Internal Auditor Training • SAFE Companies External Auditor Training • Basic Forest Supervisor Training • New Faller Training • Faller Supervisor Training • Faller Supervisor Certification (2008-2009 Pilot Program) • Manual Tree Faller Certifications • Danger Tree Faller Blaster (2009 Certification Pilot Program) • Surface Blaster - Danger Tree Endorsement (2009 Certification Pilot Program) • Alternative Felling Practises Standards Development (single stem harvesting, tree climbing & topping, steep slope operation) (2009 projects) • Basic Chainsaw Operation (2009 Certification Pilot Program) • Log Truck Driver Competency Standard Development (Underway) <p>The Ministry of Forests and Range is reviewing options for certification in safety for additional ministry programs..</p>	<p>Since December 31, 2008, the BC Timber Sales Program has made SAFE certification mandatory for all timber sale licensees harvesting within the program and all its contractors. The Ministry of Forests and Range's Forests for Tomorrow Program is implementing similar requirements for its contractors and agreement holders. Additionally, many forest companies and forestry contractors are certified or registered to become SAFE certified.</p>

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	<p>Recommendation 5: We recommend that government consider economic incentives, outside the workers' compensation system, for rewarding safe operators. These should reach down to the smallest firms and the self-employed, to encourage faster progress toward achieving the forest worker safety goals of government.</p> <p>P</p> <p>Options for economic incentives for rewarding safe operators are under consideration.</p>	
	<p>Recommendation 6: We recommend that existing health and safety regulations be more vigorously enforced by WorkSafeBC through inspections, follow up on infractions and punishment of non-compliance.</p>	
F	<p>WorkSafeBC has developed an Integrated Forest Compliance Strategy to establish a consistent approach in ensuring responsibilities for health and safety in forestry are undertaken by field officers and understood by all stakeholders. The following initiatives are included in the strategy:</p> <ul style="list-style-type: none"> • Coordination of safety and a system of compliance in the harvesting side of forestry • Coordination of safety and a system of compliance on resource roads (known as the Demonstration Project (more fully defined under Recommendation 11)) • Increased inspections and monitoring of specific employers based on claims volume and injury rate performance • Ongoing follow-up and monitoring 	<p>To ensure health and safety continues to be a priority on harvesting sites, the Forestry High Risk Strategy team ensures the initiative is updated when needed and is ongoing.</p> <p>In 2008, 3,943 inspections were conducted, up from 3,742 in 2007</p> <p>In 2009, WorkSafeBC will conduct 2850 inspections. This is based on a projected decrease in industry activity.</p>
	<p>Recommendation 7: We recommend that government leadership on safety seek direct input from other natural resource-based industries having better safety records, such as mining.</p>	
F	<p>A representative from Ministry of Energy, Mines and Petroleum Resources has been a member of the ICFS since its inception.</p>	<p>Any suggested course of action put to the ICFS includes seeking input from the Ministry of Energy, Mines and Petroleum Resources. In addition, this ministry is one of the ministries to be consulted with regard to the proposal to amend the <i>Workers Compensation Act</i> to include provisions for the accountability and protection of self-employed forest workers.</p>

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	<p>The ADM of Ministry of Community Development, Pine Beetle Epidemic Response Division, became a member of the ICFS in November 2008.</p>	<p>The ICFS has gained valuable information regarding the Ministry/UBCM Committee on Resource Roads, the focus of which is public safety on resource roads. There is a definite overlap with worker safety and other industrial roads usage</p>
<p>Recommendation 8: We recommend that robust safety planning in all aspects of forest operations should be made mandatory by the Ministry of Forests and Range.</p>		
<p>P</p>	<p>The Ministry of Forests and Range is considering options to address forest worker safety within its legislative framework.</p> <p>The Forest and Range Evaluation Program (FREP) report on Worker Safety Impacts identified a need for increased understanding of roles and responsibilities among forest workers. A draft Discussion Paper has been prepared. The final paper will include safety considerations necessary in forestry planning and a checklist or training template for obligations related to safety.</p> <p>The Ministry of Forests and Range has also created a Forest Worker Safety Strategy which provides strategic direction and mandate for the Ministry with respect to forest worker safety. It commits to continuously improve in safety performance and identifies four principles: leadership and collaboration; clear roles and responsibilities; communication and continuous improvement.</p> <p>An Action Plan to implement the strategy and the detailed plans to accomplish goals has been prepared.</p>	<p>Implementation of the Forest Worker Safety Strategy is planned for Spring, 2009.</p>

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Response from the Ministry of Labour and Citizens' Services
and Ministry of Forests and Range

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	<p>Recommendation 9: We recommend that the Ministry of Forests and Range seek two amendments to the Foresters Act:</p> <ul style="list-style-type: none"> • Make forest worker safety an explicit object of the Association of Forest Professionals under section 4 (2). • Include in the definition of 'practice of professional forestry' explicit mention of competence in forest worker protection. 	
AA/P	<p>Options for amending the <i>Foresters Act</i> amendment have been developed and are under consideration.</p> <p>The Association of BC Forest Professionals (ABCFFP) has amended Bylaw 12 which states "members maintain safe work practices and consider the safety of workers and others in the practice of professional forestry". This amendment was ratified by its members and put in force as of October 2, 2008.</p>	<p>The ABCFFP generally produces Interpretative Guidelines to support its membership in the achievement of professional standards. The Ministry of Forests and Range is offering support as needed to ABCFFP in drafting Interpretative Guidelines which may accompany the Bylaw amendment.</p>
	<p>Recommendation 10: We recommend that WorkSafeBC enforce the requirement that supervision be in place for all forest workers, including fallers and truckers.</p>	
F	<p>WorkSafeBC amended Part 26 of the Occupational Health and Safety Regulation to require qualified supervision for manual fallers and set out the duties of that supervisor. These amendments became effective May 1, 2008:</p> <ul style="list-style-type: none"> • prime contractors required to be qualified and to have the necessary authority over persons at the workplace • the designation and duties of falling supervisors, which include inspections and maintaining records of those inspections, is specified <p>WorkSafeBC has developed the Resource Road Safety Practices (RRSP) initiative as the second phase of the Integrated Forestry Compliance Strategy to ensure field officers of WorkSafeBC are consistent in their approach and that industry stakeholders understand and commit to their responsibilities under the <i>Workers Compensation Act</i>. The strategy includes the supervision of truckers.</p>	<p>Effectiveness of Part 26 amendments to be monitored beginning May 2009.</p> <p>The RRSP provides the foundation for a pilot project entitled the Demonstration Project, more fully described under Recommendation 11. The Demonstration Project runs from November 2008 to April 2009. A final report of the findings is expected in May 2009.</p>

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<p>Recommendation 11: We recommend that the Ministry of Forests and Range use its powers to enforce safe use of resource roads. The Ministry should establish and participate actively in resource road user committees.</p>	<p>Ministry of Forests and Range Compliance and Enforcement staff will increase enforcement of speed limits on Forest Service Roads. The total number of staff certified in radar gun use has increased to 14. Each Region will have 2 radar guns and 1 sign board (used to project speed information to oncoming traffic)</p> <p>Many Forest Districts have been involved with logging truck check-stops. These comprise a multi-agency group (WorksafeBC, MFR, MTH – Commercial Safety Vehicle Enforcement (CSVE) and other agencies) that conducts check-stops to determine legislative compliance and vehicle worthiness.</p> <p>The Ministry of Forests and Range have developed Road Safety Committees designed for increased communication and collaboration between industry, the Ministry of Forests and Range and other stakeholders/users of resource roads at the forest district level. They also work to establish formal guidelines for managing forest road safety over specific areas. Three districts (Prince George, Okanagan-Shuswap and Chilliwack) were selected from which information will be drawn to assist in setting out provincial guidance for use by other forest districts</p> <p>Work has commenced to establish Road Safety Committees (RSCs) provincially. One temporary appointment position has been established to assist from January to March.</p> <p>The Vehicle Identification Number Plates Program is a voluntary program which originated from Canfor and was adopted and expanded through TruckSafe, a branch of the BC</p>	<p>The Ministry of Forests and Range is developing a Pilot Program which will combine certification, training and radar gun usage. The program will run from March to July, 2009.</p> <p>MFR will continue to work with other agencies in conducting check-stops in addition to other road safety activities.</p> <p>Reporting progress from the committees is ongoing.</p> <p>Completion for this project anticipated by summer 2009.</p> <p>Easier identification and reporting will result in overall safer driving on forest roads.</p>

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	<p>Forest Safety Council. Upon registration, a special plate is attached to the front bumper of each vehicle. Stakeholders, companies, contractors and government are currently active in the program. The new online system provides for easier identification and reporting of unsafe driving.</p> <p>A radio communication pilot project is improving road user safety through standardized radio procedures for forest service roads. A block of dedicated resource road radio channels along with standardized call procedures and road signage are being piloted in two areas of the province. The pilot is a collaborative initiative of the Ministry of Forests and Range, BC Timber Sales, Industry Canada, BC Forest Safety Council, FPInnovations, forest licensees, and the logging and trucking industry</p> <p>WorkSafeBC has developed the Resource Road Safety Practices (RRSP) initiative as the second phase of the Integrated Forestry Compliance Strategy to ensure field officers of WorkSafeBC are consistent in their approach and that industry stakeholders understand and commit to their responsibilities under the <i>Workers Compensation Act</i>. By having an understanding of who the responsible parties are for safety and what it is that they are responsible for, the result will be a much safer use of resource roads throughout the province of BC. This initiative examines and explains the cascading responsibilities of all stakeholders from the owners through to the workers and drivers on the road.</p> <p>The RRSP initiative provides the foundation for a pilot project entitled the Demonstration Project which was designed to address the management of complex road systems used by a multitude of different parties, both industrial and private. The</p>	<p>Evaluation of the pilot program is scheduled for spring 2009. The committee is exploring the feasibility of provincial expansion and is drafting an implementation plan which will include costs and timelines.</p> <p>The Demonstration Project runs from November 2008 to April 2009. A report of the findings is expected in May 2009.</p>

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	<p>project also concentrates on ensuring WorkSafeBC's Compliance Strategy and direction to Officers is workable and industry is capable and willing to participate. It examines new technology that may contribute to safer use of roads by drivers and more importantly it examines how due diligence for responsibility by owners and prime contractors can be effected through Road Safety Management groups established in the various forest districts throughout the province.</p>	
<p>Recommendation 12: We recommend that training relative to known risks should be made mandatory. For example, drivers who lack specific experience and training in driving large loads off-highway should be required by IBCBC to demonstrate competency before being given independent control of such a vehicle. Fallers should be required by WorkSafeBC to demonstrate competency in danger-tree recognition, non-destructive tree evaluation, and blasting, so that they have a wider range of tools and techniques available when specific risks are present.</p>		
<p>S</p>	<p>In the Part 26 amendments to the Occupational Health and Safety Regulation, there are general requirements and specific requirements regarding faller training:</p> <ul style="list-style-type: none"> • Every worker in a forestry operation must receive the training necessary to safely perform the worker's duties • Fallers and buckers in any falling activities must be qualified in a standard acceptable to the Board • Faller training is mandatory <p>The <i>BC Faller Training Standard ("BCFTS")</i> contains an extensive section on danger tree recognition and includes training on removal of danger trees using falling procedures outlined in the standard.</p> <p>The use of explosives to fall the tree requires special training and certification by WorkSafeBC. There are presently about 20 certified danger tree blasters (all certified fallers).</p> <p>In 2008, the BC Forest Safety Council offered the following two pilot certification courses related to danger tree blasting, which have been approved by WorkSafeBC:</p>	<p>Monitoring as to the effectiveness of the Part 26 amendments will begin May 2009.</p> <p>Courses will be offered in 2009.</p>

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	<ul style="list-style-type: none"> • Danger Tree Faller Blaster (Certification Pilot Program) • Surface Blaster - Danger Tree Endorsement (Certification Pilot Program) <p>The BC Forest Safety Council is in the process of developing training standards and exploring delivery methods for on and off road log hauling in partnership with Forestry Trucksafe. In 2008, a DACUM process (Designing A Curriculum – a job analysis tool used for curriculum development or assessment) was conducted with province-wide involvement. The competency profile that resulted will form the basis for future development of log truck operator standards and training.</p>	<p>Further consultation with industry partners (primarily ICBC) is necessary to determine how the developed log truck driver standard could be used as a potential endorsement to the standard Class 1 driver's license.</p>
<p>Recommendation 13: We recommend that the Ministry of Labour and Citizens' Services identify, through credible third party research, safe work hour limits for high-risk forestry occupations and then regulate and enforce those limits accordingly. These limits should be made applicable to self-employed forest workers as well as those employed in the industry.</p>	<p>WorkSafeBC is in the process of developing a Discussion Paper regarding fatigue impairment which reviews whether there is increased risk of workplace injuries and fatalities when workers are impaired due to fatigue from hours of work.</p> <p>Part 26 amendment regarding log transporters will require the operator to maintain a log book. This will allow a Board officer to determine if the forestry operation is being planned and conducted in a manner consistent with safe work practices for logging truck operators. If logging truck operators are driving an excessive number of hours or at excessive speeds, this may indicate there has been a failure to properly plan this aspect of the forestry operation as required under the regulation.</p>	<p>Discussion Paper to be complete by the end of June 2009.</p> <p>Monitoring of the effectiveness of the Part 26 amendment will commence in May 2009.</p>

Status F or S – Recommendation has been fully or substantially implemented
P – Recommendation has been partially implemented
AA – Alternative action has been undertaken, general intent of alternative action will address OAG finding
NA – No substantial action has been taken to address this recommendation

Response from the Ministry of Labour and Citizens' Services
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<p>Recommendation 14: We recommend that the Ministry of Labour and Citizens' Services consider ways to better protect all forest workers during work-time travel.</p>	<p>Excess Speed: The <i>Workers Compensation Act</i> contains provisions requiring workers to protect their own health and safety and the health and safety of others who may be affected by their acts or omissions at work. The <i>Act</i> also sets out the need for employers and supervisors to ensure their workers are in compliance with the law and regulations.</p> <p>The requirement for workers to drive within safe speed limits forms part of the Demonstration Project created by WorkSafeBC. This Project was initiated to address the safety management of complex road systems used by a multitude of different parties, both industrial and private. It coordinates and builds upon the work that industry and others have been able to accomplish to date and introduces a new concept wherein the sharing of responsibilities by all road owners, as well as communication and coordination with the actual users of the roads, provide the due diligence necessary to meet all of the key responsibilities for safety on the road systems.</p> <p>In addition, the Ministry of Forests and Range Compliance and Enforcement staff will increase enforcement of speed limits on Forest Service Roads. The total number of staff certified in radar gun use has increased to 14. Each Region will have 2 radar guns and 1 sign board (used to project speed information to oncoming traffic)</p> <p>Many Forest Districts have been involved with logging truck check-stops. These comprise a multi-agency group (WorkSafeBC, the ministries of Forests and Range and Transportation and Infrastructure – Commercial Safety Vehicle Enforcement (CSVE), and other agencies) that conducts check-stops to determine legislative compliance and vehicle worthiness.</p>	<p>The Demonstration Project runs from November 2008 to April 2009. A report of the findings is expected in May 2009.</p> <p>The Ministry of Forests and Range is developing a Pilot Program which will combine certification, training and radar gun usage. The program will run from March to July, 2009.</p> <p>The Ministry of Forests and Range will continue to work with other agencies in conducting check-stops in addition to other road safety activities.</p>

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	<p>The Vehicle Identification Number Plates Program is a voluntary program which originated from Canfor and was adopted and expanded through TruckSafe, a branch of the BC Forest Safety Council. Upon registration, a special plate is attached to the front bumper of each vehicle. Stakeholders, companies, contractors and government are currently active in the program. The new online system provides for easier identification and reporting of unsafe driving.</p> <p><u>Tracking the safe transport of workers via aircraft/boat</u> Tracking safe transport of workers falls under 4.21 of the Occupational Health and Safety Regulation- checking on the well-being of a worker who is working alone or in isolation (working alone or in isolation means to work in circumstances where assistance would not be readily available to the worker in the case of an emergency or in case the worker is injured or hurt).</p> <p>The obligation to check on the well-being of workers working alone or in isolation is included in the list of employer/prime contractor obligations in the Demonstration Project.</p> <p><u>Evacuation of injured workers from remote locations</u> The requirement for having an evacuation plan comes under OHS Regulation 3.16 and 3.17 – Occupational First Aid, and under Regulation 26.2 – Planning and conducting a forestry operation.</p> <p>This obligation is included in the list of employer/prime contractor responsibilities in the Demonstration Project. The procedures that are being developed by the Road Safety Management Groups in the Demonstration project address the need for “Emergency Response” on resource roads.</p>	<p>Easier identification and reporting will result in overall safer driving on forest roads.</p> <p>The Demonstration Project runs from November 2008 to April 2009. A report of the findings is expected in May 2009.</p> <p>The Demonstration Project runs from November 2008 to April 2009. A report of the findings is expected in May 2009.</p>

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	The requirement for "Emergency Response" on cut blocks or harvesting sites is understood and considered by employers.	
Recommendation 15: We recommend that a lead ministry coordinate sharing and consolidation of information on fatalities, serious injuries and near-misses to support more extensive educational and enforcement activities to promote safety. The lead ministry should consolidate fatalities and injuries data and ensure that a system of comprehensive research and reporting is in place, one that covers the activities of all forest workers including the self employed. That ministry should report meaningful information to the Legislative Assembly on a regular basis to provide legislators and the public with a basis for knowing whether safety improvements are working.		
P	The Ministry of Labour is coordinating and consolidating the information.	The information will be made public in Summer 2009.

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