

SUMMER 2011

# EVERY WORKER

A WSN HEALTH AND SAFETY MAGAZINE

VOLUME 1 NO.2

## MAKING A U-TURN ON TRAFFIC INCIDENTS

ABITIBIBOWATER TARGETS MVIS  
DRIVE SAFE ON ROAD TO ZERO

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STARTING A  
MV SAFETY PROGRAM  
DRIVING MSDs AWAY  
BEGIN THE DAY WITH  
A CIRCLE CHECK

BONUS:  
ROAD SAFETY POSTER  
HAZARD ALERTS



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## President's Message

# Surviving Summer



It's summer, and beyond the cottage, I'm thinking of two things: summer students in the workplace and the summer traffic associated with road trips and family get-aways. As a mother of teenagers – and a driver – I encourage you to consider the safety implications of both.

This issue of Every Worker tackles motor vehicle incidents (MVIs) because collisions on Ontario roads are the greatest single cause of all Ontario worker fatalities, according to the Workplace Safety and Insurance Board (WSIB).

On Page 4 AbitibiBowater tells us how they are turning the corner on MVIs with a transportation safety action plan; and on

Page 6 we learn how a group of employers and safety agencies plan to drive improvement in our road safety culture. These efforts may inspire you to accelerate your own MVI prevention efforts.

On the road to zero workplace injuries, illnesses and fatalities, Workplace Safety North is also putting the spotlight on young workers with our Think Again campaign. Every day in Ontario an average of nearly 50 young workers are injured or killed on the job. With the summer months here, you will likely be hiring summer help if you haven't already. These workers are going to require your time and dedication in order to perform tasks safely. Young workers – those aged 15 to 24 – represent the next generation of our workforce. As an employer, educator, supervisor, parent or community member, you have a responsibility to make sure they work safely. We can help; simply visit [healthandsafetyontario.ca/WSN](http://healthandsafetyontario.ca/WSN) to receive free information to help you keep your young workers safe.

We hope you enjoy this issue of Every Worker, and we welcome your feedback. Drop me a line and let me know what you think.

In the workplace, at the cottage, on the road, and on the water, be safe and have a great summer!

A handwritten signature in black ink that reads "Candys Ballanger-Michaud". The script is fluid and cursive.

**President & CEO**

[candysballangermichaud@workplacesafetynorth.ca](mailto:candysballangermichaud@workplacesafetynorth.ca)

# EVERY WORKER

A WSN HEALTH AND SAFETY MAGAZINE

## WORKPLACE SAFETY NORTH

690 McKeown Avenue  
P.O. Box 2050, Stn. Main  
North Bay, ON P1B 9P1  
Toll free: 1-888-730-7821 (Ontario only)  
Fax: 705 472 5800

[www.healthandsafetyontario.ca/WSN](http://www.healthandsafetyontario.ca/WSN)

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[customercare@workplacesafetynorth.ca](mailto:customercare@workplacesafetynorth.ca)

**For media inquiries, contact:**

[media@workplacesafetynorth.ca](mailto:media@workplacesafetynorth.ca)

To arrange for training or if you have any questions, please direct your inquiry to one of our customer care representatives listed below:

**Gaëtane Dubois**

Customer Care Representative - Bilingual

tel: 705-474-7233 ext. 267

toll free: 1-888-730-7821 ext. 267

[gaetanedubois@workplacesafetynorth.ca](mailto:gaetanedubois@workplacesafetynorth.ca)

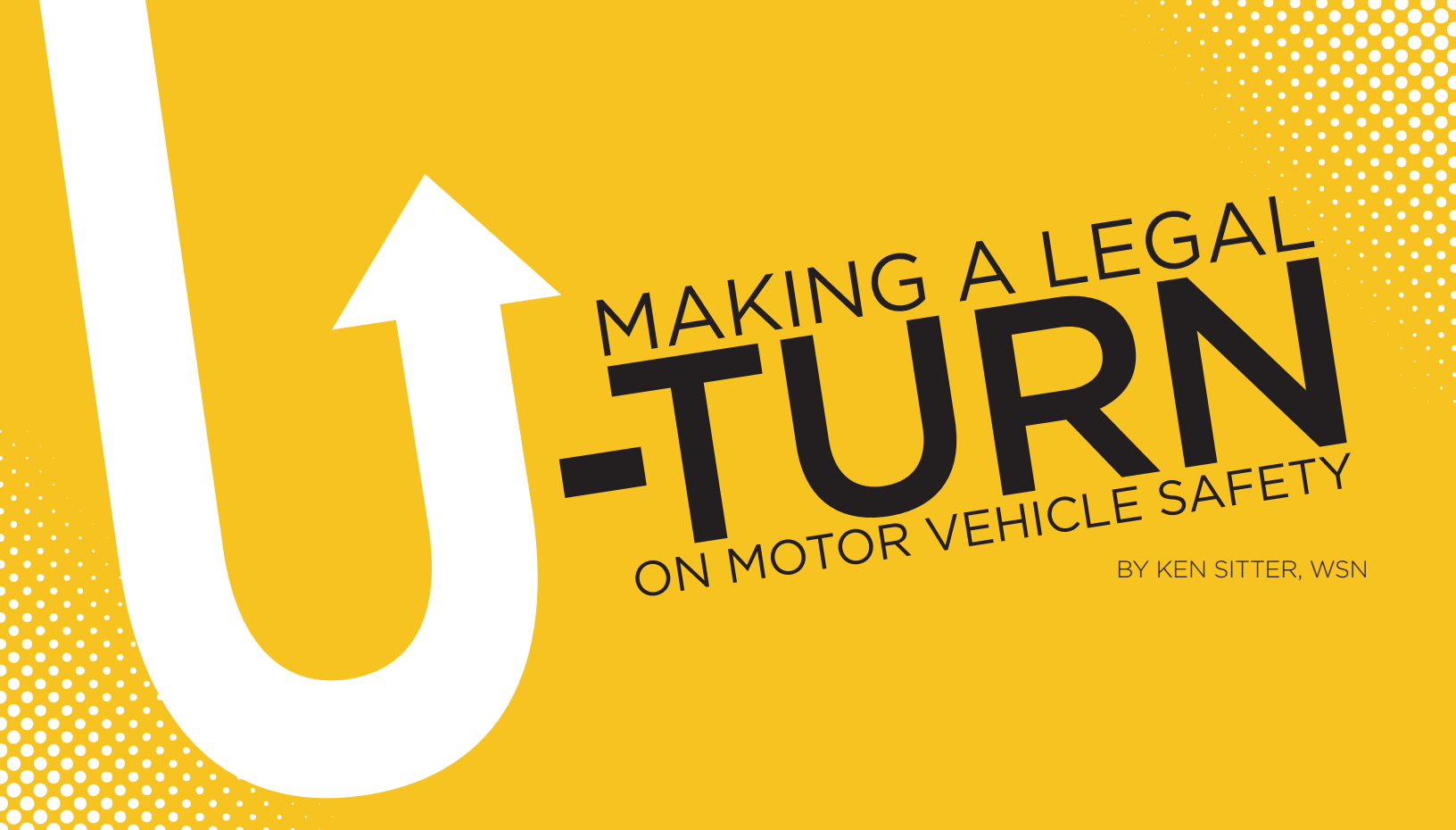
**Becky Stockermans**

Customer Care Representative

tel: 705-474-7233 ext. 288

toll free: 1-888-730-7821 ext. 288

[beckystockermans@workplacesafetynorth.ca](mailto:beckystockermans@workplacesafetynorth.ca)



# MAKING A LEGAL -TURN ON MOTOR VEHICLE SAFETY

BY KEN SITTER, WSN

“Transportation-related incidents are significantly fewer since the (action plan) focus on road safety was implemented.”

“We had a bad start to the year,” said Mark Fugelsang, Safety Manager for AbitibiBowater in Northwestern Ontario, of 2010, but the incident rate is turning around in part due to a new transportation safety action plan.

Last spring the company’s injury rate was climbing, raising serious concerns so managers from the company’s woodlands operations across Canada, as well as senior managers met in Montreal to review the situation, Fugelsang explained.

The meeting identified motor vehicle related incidents as a significant factor in the increase. So a group including operations personnel was established on the spot to develop an action plan to turn the situation around.

In the year since then, the initial results are clear.

“Transportation-related incidents are significantly fewer since the (action plan) focus on road safety was implemented.”

In developing the action plan, the group “selected focus areas that would have the most impact,” and set priorities in defensive driving training, safety audits, and speed limits, said Fugelsang, who is responsible for woodland operations based in Thunder Bay, Fort Frances and Iroquois Falls.

“They were the best chance to influence behaviours.”

Each focus area sets out specific plans and targets, which can be customized to suit the needs of each operation, he said. For example, all operations are required to conduct summer and winter start-of-season induction training, but since Thunder Bay is a year-round operation that training is incorporated into the regular on-going safety training.

All AbitibiBowater employees are required to take the training outlined in the action plan. The training may be delivered by an



All AbitibiBowater employees are required to take the training outlined in the company's action plan.



outside organization or by company trainers, all of whom must cover the same specific topics. Contractors must also deliver the same standard of training to their employees, though how the training is delivered is up to them, Fugelsang said.

Other driver training programs include defensive driving on logging roads for trucks, as well as hands-on defensive driving on gravel roads – a half-day course for operators of light vehicles and a full-day course for drivers of logging trucks.

Safety audits include summer and winter checkpoints to raise awareness of defensive driving, as well as random ride-alongs and spot checks for truck, procedure and load compliances. The Northwestern Ontario Log Transportation Association (NOLTA) is a key partner in these audits.

“We rely heavily on NOLTA” for support in these initiatives, Fugelsang said.

Road conditions and vehicle speeds are also audited under the action plan. In fact, the action plan calls for vehicle speeds to be electronically governed at 95 km/h, though this may not be possible at all operations.

Thunder Bay operations have already taken this step with the introduction of the Geotab vehicle monitoring system, which monitors vehicle use including hours of service, speed and braking, as well as a GPS tracker to give a real time location.

“You can graph everything that a truck does during a shift,” said Jim Stewart, Thunder Bay Woodlands Production Manager, of the Geotab system.

While the action plan priorities can be monitored and measured, a formal audit process is also being developed for the action plan itself, said Fugelsang. That will allow the company to monitor and evaluate its progress. The process will include gathering and placing information on a central website and providing quarterly reports to senior management.

Fugelsang credits the action plan's success in part to the coordinated woodlands-wide approach taken last spring. The effort fostered a sharing of experiences and ideas, and the development of a leading-practices action plan, which had the agreement of all levels of AbitibiBowater.

That company-wide support, including the direction of senior management, ensured the initiative was taken seriously.



Drivers of light vehicles, as well as trucks, are trained in defensive driving on gravel roads.



# Drive Safe on the Road to Zero



**B**uckle up, but don't forget the circle check first. And check out and register at the new online motor vehicle safety community to be launched this summer on the Health and Safety Ontario website ([www.healthandsafetyontario.ca](http://www.healthandsafetyontario.ca)).

The online community is a collaborative effort of employers, government, and health and safety organizations involved in the Motor Vehicle Safety Action Committee to facilitate and support a positive motor vehicle safety culture in Ontario.

The virtual community includes a discussion forum, document library and other advanced features, and is designed to provide an online venue for collaboration, innovation and sharing of information, ideas and solutions to improve motor vehicle safety.

The committee, the creation of a Motor Vehicle Safety Summit last year, also organized a Motor Vehicle Safety Institute early this summer to review the progress of the past year, preview plans and research to be done this year, and prepare for the launch of a Positive Community Norms (PCN) campaign to improve motor vehicle safety.

"The intent is to create and facilitate a positive safety culture in Ontario, which results in a significant decline in deaths and injuries among the general population, including workers," said Dr. Jeff Linkenbach, director of the Center for Health and Safety Culture at Montana State University in Bozeman, MT., who led the institute.

The approximately 100 participants at the institute, hosted at the Centre for Health and Safety Innovation in Mississauga by Health and Safety Ontario, agreed that the Road to Zero must be motor vehicle/mobile equipment incident-free.

Though motor vehicle incidents (MVIs) including fatalities and injuries in Ontario have trended down during the past 20 years, much remains to be accomplished. On an average day in Ontario, MVIs kill more than two people and injure more than 180 others, according to the Ministry of Transportation.

While not all MVIs are work-related, according to the Workplace Safety and Insurance Board, they are the greatest single cause of, and account for more than 30 per cent of, all worker fatalities—making MVIs the biggest risk Ontarians face each day they go to work. This number increases to 45 per cent when powered mobile industrial equipment in the workplace – vehicles used to lift and move material – are included.

Participants, which included employers with major motor vehicle safety concerns – Loblaw's, United Parcel Service, Victorian Order of Nurses and others – also agreed that building a broad community with private sector support and involvement is key to transforming the motor vehicle culture in the province.

Dr. Linkenbach said the institute will help broaden the community foundation, build skills for participants to influence the culture within their own organizations, and do groundwork for a PCN campaign to follow in 2012.

The new online motor vehicle safety community will play a role in building the community, sharing information about safe behaviour and true norms, and in communicating that information to all stakeholders.



# Start Here

## to prevent motor vehicle incidents

**T**he Workplace Safety North Safety Group has prepared a five-step Motor Vehicle Injury Prevention (MVIP) Program to help employers of all sizes of operations target motor vehicle/mobile equipment safety in the workplace.

The program can be customized to serve the needs of each company.

### **Step 1 – Written standard/Health and Safety Policy Statement**

- Conduct a review of current MVIP policies, procedures, protocols currently in place, and update to current standards;
- Identify vehicles in the workplace that are not currently included in a MVIP program and develop necessary safe driving procedures and driver expectations; and
- Review current supervisory safety responsibilities and monitoring activities to ensure vehicle safety, worker licensing/training qualifications and safe driver performance is included, then update them or develop them as needed.

### **Step 2 – Communication**

- Inform all employees, and subcontracted workers if necessary, of pending changes to MVIP program; and
- Communication can occur through posted JHSC meeting minutes, posted memo or Safety Group Action Plan, supervisor safety talks (documented), etc.

### **Step 3 – Training**

- After changes are made to the MVIP program, affected workers

must be re-oriented into the new procedures & performance expectations. This must be documented as well.

### **Step 4 – Evaluation**

- After Steps 1-3 have been implemented, the JHSC/H&S Rep, supervisor and/or H&S Coordinator will evaluate the effectiveness of the new MVIP program. This will be documented, and could include a review of incident statistics, inspection reports, driver license abstracts from MTO, tachometer/GPS tracking data, etc.

### **Step 5 – Acknowledge Success/Make Improvements**

- Based on the results of the Evaluation, the JHSC/H&S Rep, supervisor and/or H&S Coordinator will recommend improvements as needed. This will be documented; and
- The manager will acknowledge successes during the year regarding the MVIP program
  - a) during a JHSC meeting which will be entered into the minutes and posted;
  - b) during a general employee meeting; and/or
  - c) in a signed memo posted where workers will see it.

For more information about WSN Safety Group and how it can help employers create safer and healthier workplaces visit [www.safetygroups.ca](http://www.safetygroups.ca) or contact Safety Group administrator Rose Bedard at 1-888-730-7821 ext. 291, or [rosebedard@workplacesafetynorth.ca](mailto:rosebedard@workplacesafetynorth.ca).



# How WSN Can Help:

Workplace Safety North offers a range of training programs and products to help workplaces improve their motor vehicle/mobile equipment safety programs, including:

## TRAINING

### Industrial Lift Truck Operation

This one-day course provides participants with the skills and knowledge to recognize potential hazards, monitor performance and safely operate selected lift trucks.

The course reviews lift truck types, designations and areas of use, the principles of counterbalance, the importance of the circle check and all of the key safe operating habits. It also covers the safe handling of propane and proper battery care (where applicable).

The course can be adapted to a two-day program to include skid-steer loaders, scissor-lifts and lowlift pallet trucks. Successful participants receive a Record of Training confirming adequate training in safe propane handling for lift trucks approved by the Ontario Propane Association (OPA) and the Technical Standards and Safety Authority (TSSA).

### Yard Loader Safety Training

This instructor-led course provides workers who operate a variety of different types of log and lumber moving mobile machines, commonly referred to as yard loaders, with the knowledge and information necessary to operate these machines in a safe manner. The focus of this course is on safe operating procedures and hazards relating to using a yard loader.

## PRODUCTS

### Pedestrian/Mobile Equipment Visibility Technical Report

Visibility continues to be a factor in underground and surface mining incidents, with mobile equipment coming into contact with pedestrians, and striking fixed hazards and other mobile equipment resulting in damaged equipment, lost production, and most significantly worker injury and loss of life.

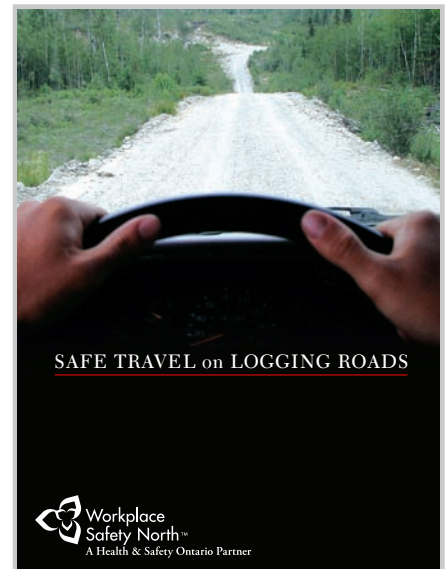
This report can help mining operations focus on improving visibility for pedestrians and equipment. It includes sections on:

- Underground Mine Design
- Surface Site Design
- Equipment Design
- Traffic Control
- Operator/Pedestrian Considerations, and
- Worker Training.

This report will be useful to anyone working in mine design, equipment maintenance and procurement, worker training, and safety.

### Safe Operating Practices for Off-Road Vehicles and Boats: A Handbook for the Mineral Exploration Supervisor

Every year, hundreds of Canadians are killed or injured in incidents involving snowmobiles, all-terrain vehicles, personal watercraft and boats. While the vast majority of these occur in a recreational setting, these incidents should offer a warning to professionals who use the same equipment to perform their daily work. This manual has been prepared as a guide for supervisors responsible for setting up and managing safety procedures and practices for vehicles of this class, or to be included in a company's workplace safety policies and procedures.



## Safe Travel on Logging Roads

This half-day training course covers the hazards of driving company, personal or recreational vehicles – including ATVs and snowmobiles – on logging roads. The first half of the course covers the unique physical nature of these roads, how to travel safely on them, how to prepare a vehicle for travelling on them, and defensive driving techniques for these roads in all seasons. The second half goes into further detail about the considerations an operator must take into account when operating a load haul truck, a passenger transport vehicle, a service truck or personal vehicle, and an off-road vehicle or snowmobile.

### Half-day training

Available in French

For more information on these courses and products, or for information on other motor vehicle/mobile equipment courses and products, contact Workplace Safety North at 1-888-730-7821 or visit [www.healthandsafetyontario.ca/WSN](http://www.healthandsafetyontario.ca/WSN).



# HAZARD ALERT!

## PAPER, PRINTING AND CONVERTING SECTOR

### Unstable Load Topples Clamp Truck

#### WHAT HAPPENED?

A worker used a clamp truck to carry a roll of paper to a stack. He extended the mast to the maximum height and used the tilt feature. This proved to be outside the stability tri-angle and the vehicle tipped forward. Fortunately, the worker continued to hold onto the steering wheel as the load fell, and though he was shaken, he was unharmed. The clamp truck sustained minor damage.

#### WHY DID IT HAPPEN?

Vehicles, such as a clamp truck which contain a Capacity Data Plate and have maximum load restrictions, are for vertical lifts and do not take into consideration any tilt forward or backward that will shift the vehicle's centre of gravity.

For example, a Capacity Data Plate may read:

Capacity (lbs.)	Load Centre (in.)	Lifting Height (in.)
3750	24	185
3850	24	169
4000	24	151.5

The weight capacity of this vehicle at the highest lifting height is 3750 lbs. If the tilt feature is used, this capacity would be reduced. Calculations for determining the maximum tilt capacity (forward and reverse) can be obtained from the clamp truck manufacturer.

#### HOW COULD IT BE PREVENTED?

The capacity for maximum lift/maximum tilt should be calculated or obtained from the manufacturer, and posted in each vehicle. Operators should be trained to recognize the hazard and should refer to these capacities.

If the products in a workplace are under the straight lift limit but exceed the maximum tilt capacity, restricting or disabling the use of the tilt may be warranted.

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# Don't Just Sit There

## Ergonomics, Sitting, and Motor Vehicles

BY JO-ANNE HURD, ERGONOMIC/HEALTH SPECIALIST, WSN

When people think about “ergonomics”, most often, they link it to “chairs”. Chairs are a part of the ergonomic puzzle for prevention in that they are a piece of equipment that places the human in a sitting – static posture. Sitting and driving for long periods of time places the body in high risk in terms of ergonomic hazards.

To put it simply, the seated worker is usually in an awkward posture of approximately 90° of flexion (forward bend), for a long, cumulative amount of time, then we may add twisting and whole body vibration (WBV) as with driving motor vehicles and mobile equipment. Injuries and disorders resulting from sitting for long periods are a serious occupational health and safety issue. Prolonged sitting is not only an ergonomic hazard but a health risk. Efforts must be made to design jobs with the objective of breaking up sitting time, creating more movement instead of “just” sitting.

Much research has shown that sitting for long periods of time, greatly adds to an increase in musculoskeletal disorders (MSD) and a decrease in health. When a person sits for the majority of their workday such as with driving motor vehicles or mobile equipment, a few things happen. Health-wise, sitting postures decrease circulation to all tissues, reduce heart and lung function, and reduce fitness. From an ergonomic perspective, sitting increases fatigue in the back and neck muscles putting high tension on the spine, and increases compression forces on the intervertebral discs.

Research shows driving and sitting for more than 20 to 30 minutes causes the soft tissue such as tendons, ligaments and muscles to elongate. This lengthening of the tissue greatly decreases the strength of the low back. If a driver must lift something immediately after sitting, their tissue is in a stretched and weakened state, putting them at high risk of tissue damage within the low back, specifically the intervertebral discs. (McGill and Brown, 1992) Knowing this biomechanical fact can prevent this type of work-related musculoskeletal disorder.

The human body needs and likes to move. Dynamic postures and movements keep our tissue healthy, and that includes our brains. Our bodies should not remain in any one position for an extended

time. Variety of movement is key. Knowing this and applying it to our job design will slow down the negative effects of static sitting. It's the small behavioural changes, if implemented that will help extend the healthy life of our bodies.

Next time you are driving a motor vehicle or mobile equipment be aware of what is happening to your tissues and add these preventative tips:

- If possible, do five minutes of vigorous activity every 45 minutes.
- Stand up, move around! Do other work-related tasks away from the vehicle or desk.
- If you can't get out of the seat; vary the tilt function on your seat from 90° to 110° extension, as this has been proven to reduce the forces on your lower back (Callaghan and McGill, 2001).
- If your job requires lifting after sitting, make it a rule to take the time to walk around for at least 30 seconds. This will ensure “re-setting” your tissues, giving them the strength to support the lifting task.

### References:

1. McGill S.M. and Brown, S. (1992) Creep response of the lumbar spine to prolonged lumbar flexion. *Clinical Biomechanics*, 7: 43-46.
2. Callaghan, J.P., and McGill, S.M. (2001b) Low back joint loading and kinematics during standing and unsupported sitting. *Ergonomics*, 44 (4):373-381.

Jo-Anne Hurd can be reached at 1-888-739-7821 ext.236 or [joannehurd@workplacesafetynorth.ca](mailto:joannehurd@workplacesafetynorth.ca)

### Web Resources

- Downside of sitting on our backsides - [www.ccohs.ca/newsletters/hsreport](http://www.ccohs.ca/newsletters/hsreport) - March 2010 issue
- <http://www.ccohs.ca/oshanswers/ergonomics/> — articles on sitting
- Sitting and chronic disease - February 2009 issue, *British Journal of Sports Medicine* - <http://bjsm.bjbm.com>



# HAZARD ALERT!

## MINING SECTOR

### Pedestrian Struck by Mobile Equipment



#### WHAT HAPPENED?

A worker at an underground mine talked with a load-haul-dump (LHD) operator, informing the operator that he was taking samples from re-muck piles on his level. After completing his task the worker left the area, but returned when he realized he had missed one re-muck pile. When the LHD operator returned to the area, he saw the worker's parked vehicle but assumed the worker was in another part of the mine so he re-entered the re-muck. The worker saw the LHD re-enter and waited for the operator to stop. When it was apparent the equipment was not going to stop, the worker started to climb the muck pile. His footing was undermined by the LHD, causing him to fall and roll into the eight-yard bucket. He waved his cap lamp at the back of the re-muck, where the light caught the attention of the operator who stopped the equipment.

#### WHY DID IT HAPPEN?

The worker did not communicate to the LHD operator that he returned to work on the re-muck pile. No barricades or warning signs were placed to warn personnel of someone working in the re-muck pile. The LHD operator did not stop to confirm the location of the worker when he saw the parked personnel buggy.

#### HOW COULD IT BE PREVENTED?

Workers should not enter the working area of a LHD or other mobile equipment without informing the operator and receiving an acknowledgement from the operator that it is safe to do so.

Pedestrians, when working in a traffic area, should place barricades, warning lights and signs to alert mobile equipment operators to their presence.

Pedestrians should take every precaution to ensure operators can see them at all times, and be alert to the hazard of placing themselves in danger when the operator's attention is elsewhere.

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# A Few More Notes on MVIs

## Motor vehicle incidents for the record

Driving is one of the most hazardous activities Canadians do in their everyday lives, and it doesn't get any safer on the job.

Motor vehicle incidents on Ontario roads are the greatest single cause of worker fatalities, accounting for more than 30 per cent of all deaths, according to the Workplace Safety and Insurance Board (WSIB). This number increases to 45 per cent when powered mobile industrial equipment in the workplace – vehicles used to lift and move material – are included in the statistics.

The workplaces served by Workplace Safety North (WSN) are no different. From 2006 to 2010, 10 of the 23 fatal incidents experienced by WSN clients involved motor vehicles or mobile equipment. That accounts for approximately 43 per cent of the fatalities in the mining, forestry and pulp and paper sectors.

Over that same five-year period, another 314 lost-time injuries resulted from motor vehicle or mobile equipment traffic incidents. The incidents involved a variety of mobile equipment including forklifts, and mining and drilling equipment. The most common incidents resulting in lost-injuries included:

- Collisions with stationary objects – 33
- Sudden start or stop (non-highway) – 29
- Vehicles or mobile equipment run off roadway/highways – 28
- Jackknifed or overturned vehicles or mobile equipment – 27
- Pedestrian struck by vehicle/mobile equipment in parking lot – 20

### Of the workers injured in the incidents:

- 40 per cent suffered sprains, strains and tears
- 14 per cent suffered fractures
- 13.6 per cent suffered bruises and contusions

## Clock ticks down on grandfathered trailers

If your trailer was built in the year	You can operate with no GVW penalty under special permit until
1996	2016
1997	2017
1998	2018
1999	2019
2000	2020
2001	2021
2002	2022
2003	2023
2004	2024
2005	2025
2006 and more recent	No special permit available

Grandfather periods based on year of manufacture

No time to panic, but the clock is ticking for the Northern Ontario forestry industry to replace older semi-trailers with trailers that meet the Safe, Productive, Infrastructure-Friendly (SPIF) standards introduced in 2006.

Last year the Ontario Government, recognizing that the industry had faced several difficult economic years, amended the SPIF regulations to extend a grandfather period for vehicles designed to haul raw forest products, provided the owners obtain special permits. All non-SPIF trailers must be replaced by 2015, unless a special permit is obtained that allow the holder to operate non-SPIF trailers for up to 20 years after the year of its manufacture, provided the trailers were manufactured before 2006. Non-SPIF trailers will be allowed to operate at a greatly reduced load capacity.

Permits are purchased on a one-time basis per trailer. The permit will stay with the trailer, regardless of the owner. The permit will include the trailer Vehicle Identification Number (VIN) and must be located with the trailer at all times.

Meanwhile the Northwestern Ontario Log Transportation Association (NOLTA) has begun a two-year pilot project to evaluate the performance of a five-axle SPIF logging trailer on the region's bush roads.

Reports will be produced periodically with a major report after one year of service. A preliminary report should be available this summer. Key issues being looked at are maintenance, tire wear, operability and ability to comply with the SPIF GVW and axle weight regulations.



# HAZARD ALERT!

## FORESTRY SECTOR

### Flying Debris Injures Skidder Operator



#### WHAT HAPPENED?

A grapple skidder operator was pushing small trees and brush to clear an open area for delimbing. The right side door window was open five to eight centimetres, two to three inches, when debris from the work was thrown into the cab, striking the operator in the face. The operator suffered a medical aid injury to the right eye that required surgery.

#### WHY DID IT HAPPEN?

Having the window of any machine open, even slightly, exposes the operator to an increased risk of injury from flying debris. This is particularly high risk for operators of machines, such as skidders and tractors that work in standing trees and brush.

#### HOW COULD IT BE PREVENTED?

This incident may have been prevented if the window had been closed. The incident may also have been prevented or the severity reduced, if the operator had worn eye protection any time windows were open and the potential of debris entering the cab existed.

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# Begin the Day with a Circle Check



**A** thorough circle check should be an automatic step to using a vehicle or mobile equipment for the first time each day, and is an important step in ensuring a safe workplace.

A circle check is a visual, and sometimes physical, inspection of a vehicle or mobile equipment. It involves walking all the way around the equipment, as well as checking the interior, to ensure there are no safety concerns.

Start at the front (driver's side) and walk towards the back, checking all the items as the check proceeds. Safety or mechanical defects, and damage should be recorded. Defects should be reported to a supervisor, and the vehicle/mobile equipment should not be used if it is not safe.

## **Outside of the vehicle**

- Are the windshield wipers in good condition?
- Are all windows clean, clear, crack-free, and unobstructed?
- Are mirrors secured to the vehicle and crack-free?
- Are there loose components that could fall off?
- Is the fuel tank(s) free from leaks, dents, cracks, etc?
- Is the exhaust system in good repair?
- Is the suspension and frame in good condition?
- Do the stop, turn, and clearance lights work?
- Is the licence plate clean and legible?

## **Wheels and Tires**

- Is the tire pressure correct for the tire and weather?

- Is the tread wear within the acceptable level?
- Are the tires free of punctures?
- Are the wheel lugs and nuts tight?

## **Under the hood**

- Are all the fluid levels at the appropriate level?
- Is any fluid leaking from the hoses?
- Are all the belts and hoses in good condition?
- Is the wiring in good condition?

## **Inside the vehicle**

- Do the headlights, turn signal, horn, warning lights and alarms, all work?
- Do the lights/gauges on the dash control panel work?
- Are the mirrors adjusted, clean and intact?
- Is the seatbelt in good condition?
- Does the parking brake hold against light acceleration?
- Do the brakes hold and stop the vehicle smoothly?
- Does the clutch and gearshift shift smoothly?
- Does the steering wheel moves smoothly?
- Are there any strange noises from any moving parts?

Items to be checked vary with each type of vehicle or equipment. The sample above is a starting point. Add or subtract items for the vehicles your company uses.



# WSN Health and Safety Notes



## "But am I responsible?"

Workplace Safety North held a Mock Trial in North Bay at the Clarion Pinewood Resort in May to help local employers better understand their responsibilities under the Occupational Health and Safety Act. The victim, pictured, played by Jesse Beam, testified on a fictional incident resulting in the amputation of his left foot and part of his right foot. A similar event is tentatively scheduled for Timmins this autumn.

## Mine Rescuers Dedicate Win to Colleagues

Workplace Safety North (WSN) and Ontario Mine Rescue crowned mine rescuers from Vale West Mines with gold hard hats as overall winners of the 61st annual Ontario Mine Rescue Competition in Marathon in June.

The team dedicated their win to Vale miners Jason Chenier and Jordan Fram, killed in an incident at Stobie Mine in Sudbury a day before the event. The fatalities, a poignant reminder of the importance of mine rescue, were commemorated with a minute of silence as most participants and audience members wore black ribbons.

Mine rescue team members, the backbone of Ontario Mine Rescue, are volunteer mine workers trained by Mine Rescue Officer/Consultants to respond to all types of mine emergencies including fires, explosions and falls of ground.

Teams from across Ontario, winners of the seven district competitions held in early May, competed in a simulated emergency over two days at Barrick-Hemlo's Williams Mine near Marathon. During the exercise the six-member teams had to extinguish a fire, find missing miners - including rescuing an unconscious miner from a catwalk - and treat their injuries.

Competing mine rescue teams represented Canadian Gypsum Co. (Southern District); Goldcorp Canada, Musselwhite Mine (Red Lake District); Barrick-Hemlo (Thunder Bay/Algoma District); Xstrata Copper, Kidd Mine (Timmins District), Kirkland Lake Gold, Macassa Mine (Kirkland Lake



District); Xstrata Nickel (Onaping District); and Vale West Mines (Sudbury District).

### **Other awards included:**

Overall runnerup – Barrick-Hemlo

Team First Aid – Xstrata Copper, Kidd Mine

Team Special Equipment – Xstrata Nickel



Welcome Home.



## Workplace Safety North has a new home on the web.

And you're invited home anytime.

Come home through Health and Safety Ontario, or come directly to Workplace Safety North at [www.healthandsafetyontario.ca/WSN](http://www.healthandsafetyontario.ca/WSN).

Our new website allows you to quickly connect with important topics:

- Training
- Products
- Resources
- Safety Groups
- Events and News

Or to connect with us at [info@workplacesafetynorth.ca](mailto:info@workplacesafetynorth.ca). Bookmark WSN as a favourite and make yourself at home.

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