



BC Forest Safety Council

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# National Safety Code Regulations for Silviculture Carriers

Presenter:  
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# Carrier Safety Practices Are Monitored

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The National Safety Code program office monitors all carriers in British Columbia. Each carrier in BC is given a safety rating. This rating is determined by:

- your on-road performance, and
- your record-keeping and safety-monitoring performance (if your business has been audited by a carrier safety inspector).

Your safety rating is shown on the front page of your Carrier Profile. Your safety rating may be:

- Satisfactory- Unaudited
- Satisfactory
- Conditional or
- Unsatisfactory

Regardless of your carrier profile, your safety rating will be Satisfactory-Unaudited until you have been audited.



# Having your NSC Number Cancelled?

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- There is serious concern about a carrier's safety performance.
- A carrier's record does not improve significantly after a warning letter, safety plan self assessment and audit.
- Without a NSC number, you will not be able to get insurance for your vehicles, period.





# When Does the NSC Apply?

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## Gross Vehicle Weight Ratings

- BC - 5000kg or under 11, 794kg
  - If you fall in this category you must:
    - Attaining Drivers Abstract,
    - Pre trip inspections documented in accordance with NSC
    - Maintenance records retained

OR

- Once into AB/ cross province – 4500kg
  - All same as above PLUS
  - Logbooks must be completed





# Home Terminal Exemption

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## Not required to complete a logbook if:



- Driver operates the vehicle within 160km of the home terminal
- The driver returns to the home terminal each day to begin a minimum of 8 consecutive hours off duty
- Keeps records showing for each day, driver's duty status, elected cycle, start time of each day, and keeps records for minimum of 6 months





The **period** that **begins** when a **driver begins work** or is **required** by the carrier **to be available** to work, except when the driver is waiting to be assigned to work and **ends when the driver stops work** or is **relieved of responsibility** by the carrier and includes driving time and time spent by the driver:

- Inspecting, servicing, repairing, conditioning or starting a vehicle
- Traveling in a commercial vehicle as a co-driver, when the time is not spent in the sleeper berth
- Participating in the loading or unloading
- Inspecting or checking the load of the vehicle
- Waiting at an en-route point because of an accident
- Performing any work for the carrier
- Resting in or occupying a vehicle for any other purpose, except:
  - Time counted as off-duty
  - Time Spent in sleeper berth
  - Time spent in stationary vehicle to satisfy the requirements
  - Time spent in stationary vehicle that is in addition to the off-duty requirements



**A carrier must not request, require or allow a driver to drive and a driver must not drive after the driver has accumulated:**

- **13 hours of driving time** unless the driver takes at least 8 consecutive hours of off-duty time before driving again.
- **14 hours of on-duty time** unless the driver take 8 consecutive hours of off-duty time before driving again.
- **16 hours of elapsed time** between the conclusion of the most recent period of 8 consecutive hours of off-duty time and the beginning of the next period of 8 or more consecutive hours of off-duty time
- 14 days of working without taking at least 24 hours off-duty.
  - Every 14 days, the driver must take a minimum of 24 hours off SO LONG AS the driver has not exceeded 70 hours in a block of 7 days.
  - If 70 hours exceeded, must take 24 hours off duty



- The Carrier must ensure that the driver takes and the driver must take at least 10 hours of off-duty time on a day
- Off duty time other than the mandatory 8 consecutive hours may be distributed throughout the day in blocks of no fewer than 30 minutes
- The total amount of off duty time taken by a driver in a day must include at least 2 hours of off-duty time that does not form part of a period of 8 consecutive hours of off duty time







## *Division 37.11 (g) of MVA Regulations*

**A commercial motor vehicle within the definition is considered “personal use” if:**

- the vehicle is unloaded
- Any trailers have been unhitched
- The distance travelled does not exceed 75km per day
- The driver makes a notation in the daily log indicating the odometer reading at the beginning and end of the personal use, and
- The driver is not the subject of an out-of-service declaration



**At the beginning of each day, a carrier must require that a driver enters legibly and the driver must enter legibly the following information:**

- (a) The date, start time if different than midnight, the same of the driver and if the driver is a member of a team of drivers, the name of all drivers
- (b) The cycle the driver is following
- (c) License plate number or unit number
- (d) Odometer reading
- (e) Name and address of home terminal and principal place of business
- (f) Remarks section: if driver was not keeping a log, the driver should specify the hours/days of off-duty during past 14 days



- ✓ Record the total hours for each duty status
- ✓ total distance driver by the driver that day excluding personal use
- ✓ odometer reading
- ✓ signature at the bottom of the page





## CYCLE 1

- 70 hours within a maximum of 7 days
- Followed by 24 hours off OR
- 36 hours off to reset cycle

## CYCLE 2

- 120 hours within a maximum of 14 days
- Followed by 24 hours off after the first 70 then continue with the cycle
- 72 hours off to reset





# Cycles and cycle switching

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1. 10hr

2. 10hr

3. 10hr

4. 10hr

5. 10hr

6. 10hr

7. 10hr **70hrs**

8. 10hr

9. 10hr

10. 10h

11. 10h

12. 10h

13. 10h

14. 10h

**24h off**

1. 10hr

2. 12hr

3. 10hr

4. 12hr

5. 10hr

6. 10hr

7. 6hr **70hrs**

8. 10hr

9. 12hr

10. 10h

11. 12h

12. 10h

13. 10h

14. 6h

**24h off**

1. 14hr

2. 12hr

3. 10hr

4. 8hr

5. 14hr

6. 14hr

**7. 24off**

8. 12hr

9. 12hr

10. 11h

**11.  
24off**

12.

13.

14.

7 days =  
72 hrs =  
24 OFF  
or  
36 off  
for reset





# Examples of completed log books

Company: TREE'S R US Phone #: \_\_\_\_\_

Street: 1 Spruce Ave Town: Prince George, BC

Postal Code: V3N 1B2

Supervisor: CRAWFORD YOUNG Driver Name: KATE IVERSON

Date: 30-01-11 Start Time: \_\_\_\_\_ End Time: \_\_\_\_\_

Home Terminal: Glande Cache, AB

Cycle 1 (7 Days)  Or Cycle 2 (14 days) \_\_\_\_\_

Operating Under Logging Truck Hours (Sec. 37.15.1): \_\_\_\_\_

Vehicle License Plate: VEH 351 or Unit #: 710

Personal Use:  Km Start: 9800 Km End: 9875

Total \_\_\_\_\_

Odometer Start: 9,000

End: 9,800

Total KM'S Driven: 800 Total Hours Driven: \_\_\_\_\_

Midnight  Noon

OFF-DUTY TIME \_\_\_\_\_

DRIVING TIME \_\_\_\_\_

ON-DUTY TIME \_\_\_\_\_

Comments \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Signature: [Signature] Remarks \_\_\_\_\_

WSBC

In pre-trip inspection I have detected no defect or deficiency in this motor vehicle as would be likely to affect the safety of its operation or result in its mechanical breakdown. TIME \_\_\_\_\_ am \_\_\_\_\_ pm Signature \_\_\_\_\_

In post-trip inspection I have detected no defect or deficiency in this motor vehicle as would be likely to affect the safety of its operation or result in its mechanical breakdown. TIME \_\_\_\_\_ am \_\_\_\_\_ pm Signature \_\_\_\_\_

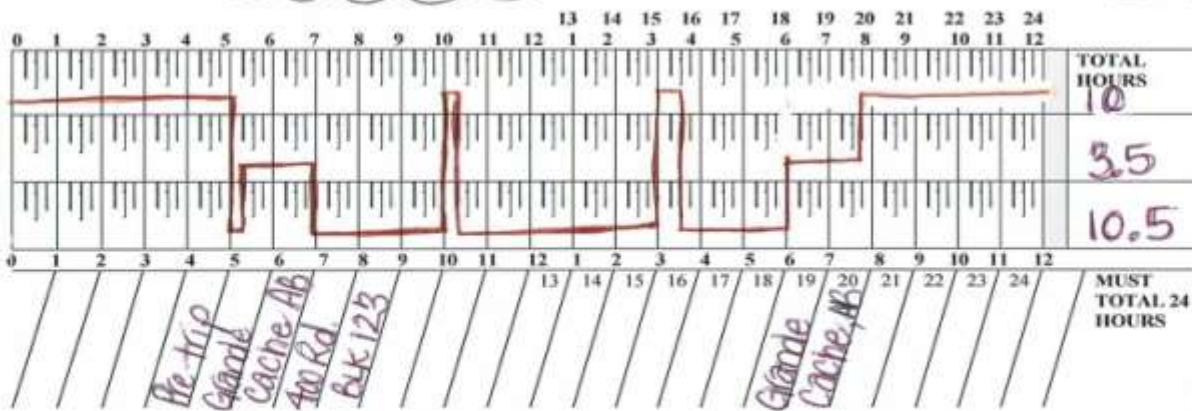
Defect(s) (as marked)  Defect(s) Corrected Date \_\_\_\_\_ Mech. Signature \_\_\_\_\_

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Air Compressor         | <input type="checkbox"/> Doors/Compartment      | <input type="checkbox"/> Mirrors             |
| <input type="checkbox"/> Air Lines              | <input type="checkbox"/> Drive Lines            | <input type="checkbox"/> Mud Flaps           |
| <input type="checkbox"/> Battery(s)             | <input type="checkbox"/> Emergency Equipment    | <input type="checkbox"/> Oil Pressures       |
| <input type="checkbox"/> Belts/Hoses            | <input type="checkbox"/> Engine                 | <input type="checkbox"/> Recording Device(s) |
| <input type="checkbox"/> Body/Frame             | <input type="checkbox"/> Exhaust System         | <input type="checkbox"/> Seats               |
| <input type="checkbox"/> Brakes, Adjustment     | <input type="checkbox"/> Fuel System            | <input type="checkbox"/> Suspension          |
| <input type="checkbox"/> Brakes, Service System | <input type="checkbox"/> Fuel Tanks             | <input type="checkbox"/> Steering Mechanism  |
| <input type="checkbox"/> Brakes Parking System  | <input type="checkbox"/> Heat/Defrost           | <input type="checkbox"/> Transmission(s)     |
| <input type="checkbox"/> Charging System        | <input type="checkbox"/> Horns                  | <input type="checkbox"/> Wheels/Tires/Studs  |
| <input type="checkbox"/> Clutch                 | <input type="checkbox"/> Lights/Reflectors      | <input type="checkbox"/> Windows/Visibility  |
| <input type="checkbox"/> Cooling System         | <input type="checkbox"/> Load Security Devices  | <input type="checkbox"/> W/Wipers/Washers    |
| <input type="checkbox"/> Coupling Devices       | <input type="checkbox"/> Lubrication System (s) | <input type="checkbox"/> Stakes/Bunks        |

TRAILERS(S) NO(S) 1. \_\_\_\_\_ 2. \_\_\_\_\_

- |                            |                            |   |
|----------------------------|----------------------------|---|
| <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> Air Lines/Glad Hands |
| <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> Body/Frame           |
| <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> Brakes/Adjustment    |
| <input type="checkbox"/> 1 | <input type="checkbox"/> 2 | <input type="checkbox"/> Coupling Devices     |

- |   |  |   |   |
|---|--|---|---|
| <input type="checkbox"/> 1                  | <input type="checkbox"/> 2                     | <input type="checkbox"/> 1                  | <input type="checkbox"/> 2              |
| <input type="checkbox"/> Doors/Compartments | <input type="checkbox"/> Landing Gear          | <input type="checkbox"/> Mud Flaps          | <input type="checkbox"/> Suspension (s) |
| <input type="checkbox"/> Lights/Reflectors  | <input type="checkbox"/> Load Security Devices | <input type="checkbox"/> Wheels/Tires/Studs | <input type="checkbox"/> Stakes/Bunks   |



JUST FOR LOGGERS

Contractor: \_\_\_\_\_

Cycle Time \_\_\_\_\_ Actual Time \_\_\_\_\_  
kms \_\_\_\_\_

Contractor: \_\_\_\_\_

Cycle Time \_\_\_\_\_ Actual Time \_\_\_\_\_  
kms \_\_\_\_\_

Contractor: \_\_\_\_\_

Cycle Time \_\_\_\_\_ Actual Time \_\_\_\_\_  
kms \_\_\_\_\_



# Examples of completed log books

Company: X42 Ltd Phone #: 567-1111

Street: 10 cent Dr. Town: Beetlekill

Postal Code: X0X 0X0

Supervisor: John Betts Driver Name: \_\_\_\_\_

Date: 01.01.11 Start Time: 4:00 am End Time: 10:00 PM

Home Terminal: Fort St. John, BC

Cycle 1 (7 Days)  Or Cycle 2 (14 days) \_\_\_\_\_

Operating Under Logging Truck Hours (Sec. 37.15.1): \_\_\_\_\_

Vehicle License Plate: \_\_\_\_\_ Unit #: 007

Personal Use: \_\_\_\_\_ Km Start: \_\_\_\_\_

Km End: \_\_\_\_\_

Total \_\_\_\_\_

Odometer Start: 555

End: 888

Total KM'S Driven: 333 Total Hours Driven: 4.5

In pre-trip inspection I have detected no defect or deficiency in this motor vehicle as would be likely to affect the safety of its operation or result in its mechanical breakdown. TIME \_\_\_\_\_ am \_\_\_\_\_ pm Signature \_\_\_\_\_

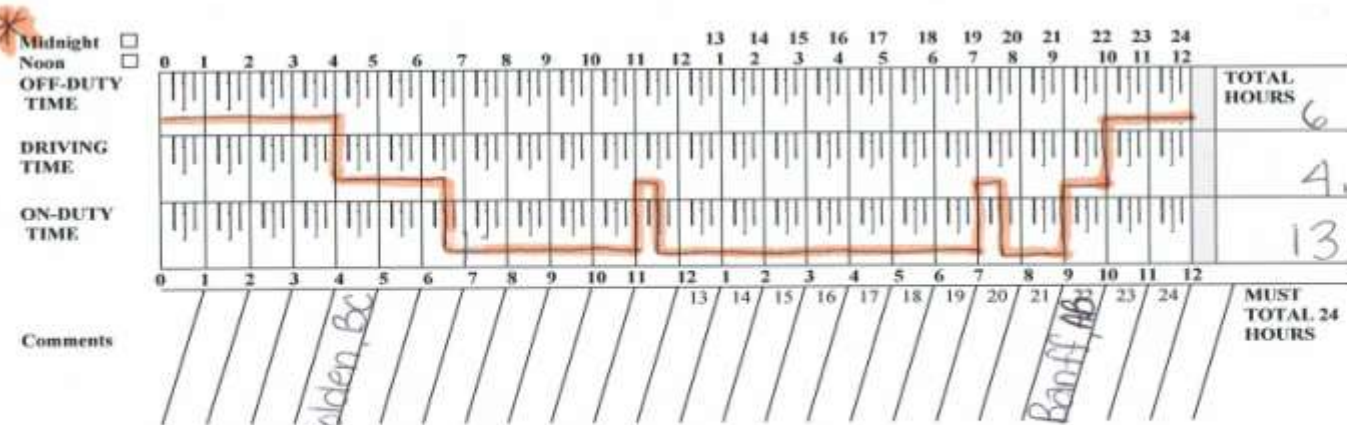
In post-trip inspection I have detected no defect or deficiency in this motor vehicle as would be likely to affect the safety of its operation or result in its mechanical breakdown. TIME \_\_\_\_\_ am \_\_\_\_\_ pm Signature \_\_\_\_\_

Defect(s) (as marked)  Defect(s) Corrected Date \_\_\_\_\_ Mech. Signature \_\_\_\_\_

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Air Compressor         | <input type="checkbox"/> Doors/Compartment      | <input type="checkbox"/> Mirrors             |
| <input type="checkbox"/> Air Lines              | <input type="checkbox"/> Drive Lines            | <input type="checkbox"/> Mud Flaps           |
| <input type="checkbox"/> Battery(s)             | <input type="checkbox"/> Emergency Equipment    | <input type="checkbox"/> Oil Pressures       |
| <input type="checkbox"/> Belts/Hoses            | <input type="checkbox"/> Engine                 | <input type="checkbox"/> Recording Device(s) |
| <input type="checkbox"/> Body/Frame             | <input type="checkbox"/> Exhaust System         | <input type="checkbox"/> Seats               |
| <input type="checkbox"/> Brakes, Adjustment     | <input type="checkbox"/> Fuel System            | <input type="checkbox"/> Suspension          |
| <input type="checkbox"/> Brakes, Service System | <input type="checkbox"/> Fuel Tanks             | <input type="checkbox"/> Steering Mechanism  |
| <input type="checkbox"/> Brakes Parking System  | <input type="checkbox"/> Heat/Defrost           | <input type="checkbox"/> Transmission(s)     |
| <input type="checkbox"/> Charging System        | <input type="checkbox"/> Horns                  | <input type="checkbox"/> Wheels/Tires/Studs  |
| <input type="checkbox"/> Clutch                 | <input type="checkbox"/> Lights/Reflectors      | <input type="checkbox"/> Windows/Visibility  |
| <input type="checkbox"/> Cooling System         | <input type="checkbox"/> Load Security Devices  | <input type="checkbox"/> W/Wipers/Washers    |
| <input type="checkbox"/> Coupling Devices       | <input type="checkbox"/> Lubrication System (s) | <input type="checkbox"/> Stakes/Bunks        |

TRAILERS(S) NO(S) 1. \_\_\_\_\_ 2. \_\_\_\_\_

- |   |  |   |   |
|---|--|---|---|
| <input type="checkbox"/> 1                    | <input type="checkbox"/> 2                     | <input type="checkbox"/> 1                  | <input type="checkbox"/> 2              |
| <input type="checkbox"/> Air Lines/Glad Hands | <input type="checkbox"/> Doors/Compartments    | <input type="checkbox"/> Mud Flaps          | <input type="checkbox"/> Suspension (s) |
| <input type="checkbox"/> Body/Frame           | <input type="checkbox"/> Landing Gear          | <input type="checkbox"/> Wheels/Tires/Studs | <input type="checkbox"/> Stakes/Bunks   |
| <input type="checkbox"/> Brakes/Adjustment    | <input type="checkbox"/> Lights/Reflectors     |   |   |
| <input type="checkbox"/> Coupling Devices     | <input type="checkbox"/> Load Security Devices |   |   |



Contractor: \_\_\_\_\_

Cycle Time \_\_\_\_\_ Actual Time \_\_\_\_\_  
kms \_\_\_\_\_

**OVER 16 HOURS**

Contractor: \_\_\_\_\_

Cycle Time \_\_\_\_\_ Actual Time \_\_\_\_\_  
kms \_\_\_\_\_

Contractor: \_\_\_\_\_

Cycle Time \_\_\_\_\_ Actual Time \_\_\_\_\_  
kms \_\_\_\_\_

Signature: \_\_\_\_\_ Remarks: \_\_\_\_\_

**NO PRETRIP NOTED**



## Company daily pre trip inspection = NSC Pre Trip Inspection

The trip inspection report shall:

- (a) State the license plate or unit numbers
- (b) Specify any defect in the operation of each item
- (c) State that no defect was discovered or came to the attention of the driver
- (d) State the date the report is made
- (d) Contain the signature of the driver or person making the report





## Must have's for the pre-trip inspection:

- Service brakes
- Parking brakes
- Steering mechanism
- Lighting devices or reflectors
- Tires
- Horn
- Windshield wipers
- Rear vision mirrors
- Coupling devices
- Wheels and rims
- Emergency equipment
- Load securement devices





## **Sleeper Berths**

- Crummies/ETV's

## **Start Times**

- on graph, same starts for entire cycle
  - Driver doesn't have to start at same time everyday but graph must be same everyday

## **Spare/Back up Drivers**

- Must keep their own log of hours on duty/ off duty and any driving time
- Previous 14 days

## **Minimum days or records vs. max days before submitting**

- Must have 14 days worth of records at all times
- Once at 20 days, drivers must send originals to "principal place of business"





## Key indicators for Scale Officials to do complete inspection:

- Head lights or Tail lights not working
- Head lights or Tail lights not adequately visible (i.e. covered in mud, snow, dirt, etc.)
- Cluttered dashboard
- Equipment improperly placed inside cab or externally on vehicle
- Anything in the box must be secured
  - see CVSE website
  - Print off brochure “2” on load securement





# Work is starting out of province, where do I start?

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## Logbooks

- Driver must have 14 days of previous driving completed in their logbooks
  - ✓ Dates, signatures, exact locations with province documented
  - X Do not sign the page before the day has finished
- Pre Trip inspections must be completed and documented
- No more than 20 days completed in the logbooks without being sent to the “Principle Place of Business”
- Must not be over in on duty or driving time



# Work is starting out of province, where do I start?

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## Vehicles

Ensure that your vehicles are insured for an appropriate weight;

- Not exceeding owners manual specifications BUT
- Giving yourself enough room to account for:
  - Passengers and their belongings
  - Water containers
  - Equipment (quads, rangers, argo's, sleds, etc)
  - Trees
  - Chemical
  - Full tank of gas



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## **Kate Iverson**

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