



ADVOCACY SUCCESS: CAB GUARD REGULATION GUIDELINES UPDATED

Over the course of a year, the Interior Logging Association (ILA) represents our membership on various committees, on conference calls and in general meetings addressing the concerns facing the harvesting sector of our industry. We advocate for our members to ensure their voice is heard and that they have a role in shaping policy. One of our advocacy focuses this year has been cab guards on logging trucks.

I'm happy to report that this advocacy effort came to a successful conclusion late this summer. The meeting was organized by WorkSafeBC and took place at their headquarters in Richmond. The focus was logging truck cab guard regulations. Attending the meeting were representatives from the cab guard manufacturing companies, BC's logging associations, BC Forest Safety Council, licensees, United Steel Workers and several WorkSafeBC staff.

Here's the background information. The regulation (G26.65 Determining cab guard compliance) states that for the protection of the driver of a log transporter, the log transporter must have a cab guard that meets certain requirements. The main regulation of concern was 2(a) which states that the cab guard must be at least 15 cm (6 in) higher than the cab.

Over the past few years, truck manufacturers have changed the designs of their truck cabs and some are no longer manufacturing a flat roof cab. This has created a major problem as the new cabs now have a sloped aerodynamic design. This gives them an upward slope from the front of the cab to the back of approximately four inches. This slope has reduced the height of the cab guard to approximately two inches above the cab which made those cab guards non-compliant with the existing regulation.

The meeting allowed for full participation by all and in the end it was agreed that a solution would be to apply the following for most log transporters. The interior ceiling immediately above the driver may be used to determine cab height or, in the case of some log transporters, the top of the windshield will be an acceptable measure of cab height. All cab guards must be 15 cm (6 in) above this point of measurement.

WorkSafeBC then consulted with various stakeholders over the next few weeks and then drafted a new guideline for complying to cab guard regulation which includes the new point of measurement explained above.

I would like to congratulate WorkSafeBC on its responsiveness to this issue. It was a major concern for

all log transporters in the province, even to the point of curtailing some log hauling by truckers. The action for a quick solution was immediate and saved the industry thousands of dollars by not having to purchase new cab guards at approximately \$7,000 per truck. Having attended many meetings over my time with the ILA, I would like to say that this was one of the most interesting and responsive meetings I have attended. Congratulations to all who participated.

For further information please contact Wayne Lintott at 250.503.2199 or wayne@interiorlogging.org. You can also visit WorkSafeBC website (www.worksafebc.com) and search for "G26.65" to read the full regulation.▲

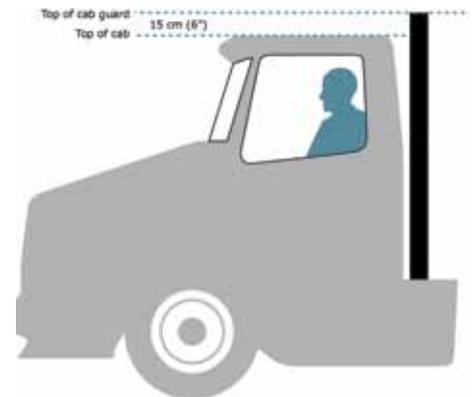


Diagram 1: Traditional cab measure

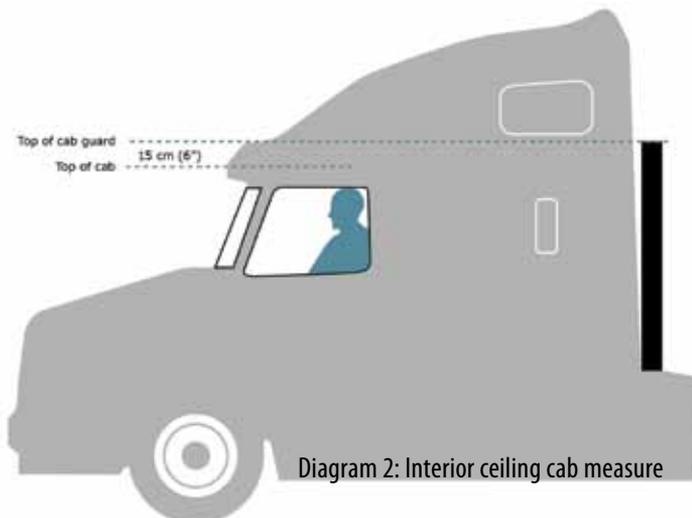


Diagram 2: Interior ceiling cab measure

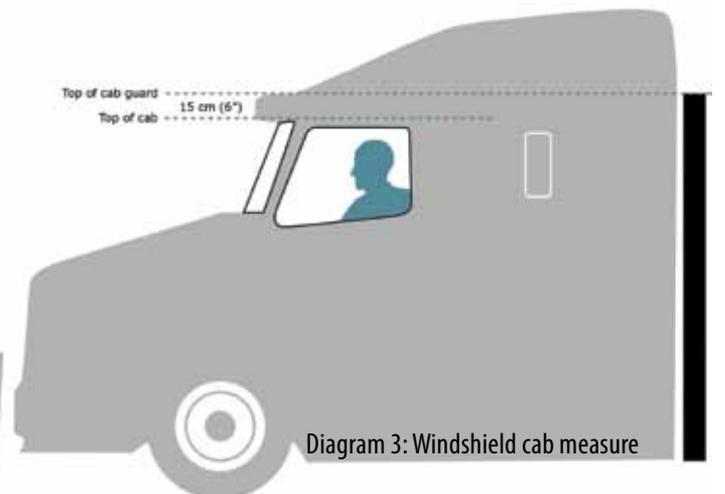


Diagram 3: Windshield cab measure

These diagrams illustrate how the updating of G26.65 affects cab guard compliance.