



CANFOR FSJ, PEACE VALLEY OSB AND CANFOR TAYLOR PULP LOGYARD SAFETY REGULATIONS

In addition to Work Safe BC rules and regulations, the following rules will apply to all log truck drivers unloading at Canfor region log yards:

RADIO USE

Trucks are required to have the Canfor radio channels to aid in unloading. The frequencies are Fort St. John Sawmill-153.380 MHz, Peace Valley OSB-160.080 MHz, Canfor Taylor Pulp-150.995 MHz.

Reason:

Two-way radios are used to:

1. Co-ordinate work with others.
2. Request assistance when required.
3. Alert others to safety and hazard issues.
4. **DO NOT LET CELL PHONE USAGE INTERFERE WITH OPERATIONS.**

Procedure:

When entering yard please be on the appropriate channel and stay on that channel until leaving the yard. Be polite. Insults, personal attacks, racial slurs and coarse or abusive language will not be tolerated. Keep non-work related conversation to a minimum.

- Truckers must wear safety glasses, CSA approved hard hats, safety footwear and Hi-Vis vests at all times when out of the truck at the scales and in the log yards.
- Speed limit on and off of the scales is 5km/hr. Maximum speed while in the yard is 20km/hr. While in the yard, please do not wander past any barriers or into areas that do not pertain to log hauling.

WRAPPERS

- Wrappers must be positioned and fastened on the load in such a manner that they can be safely removed from the driver's side ONLY. Nylon straps are permitted only if they can be unhooked, removed and wound up from the driver's side.
- Wrappers must not be removed until the load has been restrained at the wrapper station or by a crane or loader. When unloading at the Portal Cranes @ OSB it is required that you stand no less than 40 feet in front of your truck.

WRAPPER STATION – SAWMILL & OSB

DO NOT USE IF:

- Your load is above the stakes!
- Your wrappers are removed from the passenger side!

OPERATING PROCEDURE

- Swing arms to secure load.
- Remove log light, flags, then wrappers, hang wrappers.
- Swing arms in **COMPLETELY** and proceed.
- **DO NOT BACK UP IN WRAPPER STATION.**

IMPORTANT: Once you have removed your wrappers you must remain inside your truck or in front of your truck in full view of the operator. Remember at the PORTAL CRANE you must stand at least 40 feet in front of your truck while being unloaded.

Trucks without wrappers must be stationary when encountering other traffic.

When your wrappers have been removed at the wrapper station, do not enter the mill yard until requested to do so by the crane or loader operator. At the sawmill, wait at the first intersection just off of the wrapper station til you are asked to proceed.

UNWRAPPING AT CRANE OR LOADER - ALL MILLS

During busy times, it may be beneficial to have a crane or loader secure your load for unwrapping. This helps in the yard to maintain a steady flow of trucks. This will be requested by one of the operators or the Log Yard Supervisor. Procedure is as follows:

-One horn blast or radio contact will indicate when to stop
-Stay in your truck until the operator lets you know that it is restrained and safe to approach
-Pull the wrappers of the secured tier only
-Pull the wrappers to the Safe Zone, which is in front of the truck in full view of the operator. Do not hang up your wrappers until the load is totally unloaded. **DO NOT GO PAST YOUR BULKHEAD** when your load is not secured.

- Yard equipment has the right of way. When approaching equipment, please let them know of your location. As well, chip trucks have the right of way at Canfor Taylor Pulp.
- Park at least two log truck lengths behind a truck being unloaded.
- Truck drivers committing infractions of the Log yard Safety Regulations will be disciplined. Equipment operators will not unload trucks whose drivers are in contravention of the Log Yard Safety Regulations until the infraction has been rectified
- Any damage done to your equipment during unloading must be reported to the logyard supervisor before you leave the yard.
Fort St. John Sawmill call Wayne Hotte at 787-2835 (cellular), or 787-3636 (office).

Peace Valley OSB call Doug Mitchell at 262-9944 (cellular), or 263-6571 (office).

Canfor Taylor Pulp report to the scales and fill out an incident report.

- Drivers shall not be in the possession of or under the influence of drugs or alcohol during working hours. Misconduct (verbal or physical) will not be tolerated.
- Smoking is permitted in designated areas only.
- No unauthorized passengers are allowed beyond the scale house. Trainees are the responsibility of the driver, and must adhere to all log yard safety rules while in the yard.
- Safety chains that secure the trailer to the tractor must be in place until the trailer is ready to load at the trailer loader or by yard equipment.
- Report all unsafe acts or conditions immediately to the log yard supervisor.
- DO NOT attach log lights or flags to logs with screwdrivers, nails, files or anything that penetrates the wood.
- No unauthorized passengers are allowed beyond the scale house. Trainees are the responsibility of the driver, and must adhere to all log yard safety rules while in the yard.
- It is the responsibility of the driver to follow all MOF hauling requirements. Load Description Slips are to be filled out completely and signed before leaving the bush and the load is to be properly marked with timbermark, if your trailers detach then each trailer is considered a separate load for marking.

LOG TRUCK TRIPPING PROCEDURE

- Wrappers may be removed at the wrapper station, or when the load is secured and a visual signal is received from the loader operator.
- **Proper tools and procedures must be used.**
 - ✦ Drivers may pick up a tripping tool at the wrapper station, returning it to the wrapper station or scales when scaling out
 - ✦ Drivers may use their own personal tool provided it meets the following requirements:
 - A snipe may only be used if it can fit between the bunk and release lever
 - A rod or curved bar may only be used if designed to fit between the bunk and release lever
 - **Axes are not permitted for releasing trip stakes!**
 - **Never place snipe over the release lever to trip the load!**
- Truck drivers must not walk under the loader grapple that is securing the load.
- Truck drivers must walk behind the loader to access load wrappers and trip levers at the opposite end of the load.
- Truck drivers must remain near the last stake tripped until a visual signal is received from the loader operator.

TRAILER LOADERS @ ALL MILLS

The electrical disconnect at the trailer loader is to be used for EMERGENCY PURPOSE ONLY!

If the operating buttons fail to stop the hoist, the electrical disconnect will de-energize all power when the handle is pulled down.

DISCONNECT PROCEDURE:

DO NOT STAND IN FRONT OF THE PANEL DOOR WHILE USING THE DISCONNECT!

Stand to the right side of the panel and use your left hand to pull the handle down. Look away from the panel while disengaging the electricity. **DO NOT ATTEMPT TO RE-ENERGIZE THE POWER!**

Contact the scale office so that an electrician can be notified.

Obey the rules posted at the trailer loader stations.

1. Truck/trailer brakes must be set and secure prior to using hoist. Mollies must be in good condition and secured to the trailer to allow for proper balance. Mollies must conform to WCB standards (1 inch sling with an eye at either end and attached to the trailer lift plate by a one inch shackle.)
2. Ensure power to the hoist power is on and the emergency stop is not engaged. Hoist controls and cables should be checked to ensure proper operation and absence of damage.
3. Lower the hoist using the down button until the device is low enough to place securely on the load or trailer molly.
4. Secure the lifting device to the load and use the up button to raise the load.
5. Ensure that you are out of the fall, or danger zone, of the load while operating the hoist.
6. To lower the load, depress the down button until the load is slightly above the contact surface.
7. Minor maneuvering of loads is permissible at this point, however at no time should the operator stand under the load or approach closer than 3 times the load height or 18 inches (45 cm). Do not touch the load by hand; use the provided pole if the suspended load needs to be adjusted.
8. Removal of the lifting device from the load is only permitted when the load is placed completely and securely on the contact point.
9. Under NO circumstances are users to climb the ladder onto the trailer hoist, or to work or move under the trailer. Doing so will result in being suspended from doing business on any Canfor Operations.
10. Any problems encountered when using the hoist must be reported immediately to the logyard supervisor or scaler.
11. After use, the hoist must be raised to it's uppermost limit, and the power to the hoist stopped. It must remain this way until the next operator uses it.
12. Replace the provided pike pole for the next operator.
13. Any questions regarding the use of the hoist must be directed to the Scaler, or Log Yard Supervisor.

To All Log Truckers:

In the interest of safety, **under no circumstances are there to be trucks parked on the Swanson Lumber Road.** If you cannot park in the driveway you must pull into the lumberyard or into the turn-around on the south side of the driveway. Do not straddle the railway tracks when parking in the yard, remain ahead or behind of the tracks far enough to allow rail cars to pass.

If you arrive at the Canfor yard and see trucks are backed up to the Swanson Lumber Road, you must proceed to the turn around on the south side of the driveway. It will be your responsibility to remain in contact with the other log truck drivers to organize your turn onto the scales.

EXCESSIVE OVERLOAD PROGRAM REVISED NOVEMBER 24, 2007

To: All Logging Contractors and Log Haulers
Effective: November 15, 2007
PLEASE NOTE: Revisions are hilited in yellow.

Beginning with the start of the Winter 2007 season on November 15th, an excessive overweight program will be in effect at Canfor Sawmill, Peace Valley OSB, and Taylor Pulp.

All truck and trailer configurations will be given a tolerance of **4000 kgs** over the legal weight limit, up to a maximum weight with tolerance of **66,000 kgs**. (seasonal tolerances are not considered). **No configuration will be allowed more than 66,000 kgs gross weight.** All weight above the tolerance and all loads in excess of **66,000 kgs** will be subject to a penalty.

Overload penalties are calculated in the following manner:

Canfor Sawmill, Peace Valley OSB and Taylor Pulp

An automatic **\$25.00** will be levied for the first 10 kgs over the Canfor tolerance. An additional **\$25.00** per tonne will be levied for weight exceeding the first 10 kgs over the Canfor tolerance.

Fines will be issued to the principal contractor for each excessive overload.

Repeat offences may result in suspension of the truck for a period of one day of hauling. Repeat is defined as more than three overweight loads, in a pay period, that are greater than 1000 kgs over the tolerance.

Truck drivers will be required to sign the *Log Hauling Legal GVW* form for each type of trailer configuration which he/she signs in. The maximum 100% legal GVW will be assigned by the weighmaster at the **government** scales. There will be a two week grace period to return the completed forms. Loads delivered without completed paperwork after two weeks will be subject to a penalty of \$25 per load until completed paperwork has been returned.

Your cooperation with this program is appreciated.



LOGYARD SAFETY REGULATIONS

I, _____ have read and understand the Safety Regulations for the Fort St. John Sawmill, Canfor Taylor Pulp, and Peace Valley OSB log yards.

The regulations were explained to me by _____.

Truck _____ VIN
Number: _____

Trucking Company: _____

Date: _____

Signature: _____

LOG HAULING LEGAL GVW and TRUCK CONFIGURATION

INSTRUCTIONS ON BACK OF FORM

The top section of this form must be completed at the Canfor scales prior to presenting it to the Government scales representative.

Driver Name (Please Print): _____

Trucking Company: _____

Canfor V.I.N Number: _____ Make: _____ Color: _____

Number of Axles and Description of configuration: _____

Tractor Plate Number: _____ Trailer Plate Number: _____

Date: _____

Driver Signature: _____

Canfor Weighmaster Signature: _____

The bottom section to be completed by the government scales representative.

The licence plate numbers and axle configuration is confirmed to be correct.

Government Weighmaster SIGNATURE: _____

The Legal GVW of this unit before seasonal tolerances is: _____ KGS.

To Government Weighmaster:

Please stamp or sign off and comment if required:

Driver to return this completed form to the Canfor scales.

CANFOR USE ONLY: THIS INFORMATION WILL BE ENTERED INTO DATABASE					Driver's Initials
Date	# of axles	Truck Configuration Code	Type of Trailer or Description	100% Legal GVW	
				kg	

INSTRUCTIONS FOR USE OF THIS FORM

Truck Drivers:

A SEPARATE FORM IS REQUIRED FOR EACH TRAILER CONFIGURATION, TIRE SIZE CHANGE OR ANYTHING THAT WILL AFFECT YOUR LEGAL GVW.

This document is required to be completed and returned to the scales at the **Canfor Sawmill, Peace Valley OSB, or Taylor Pulp**. Loads delivered to the scales without completed forms will remain in "Suspension" until all of the truck data has been verified and entered. There will be a two week grace period to return completed forms from the government weighmaster. A penalty of \$40 per load will be issued to each load delivered without completed paperwork after the grace period. It will be your responsibility to ensure this form is returned in a timely manner.

1. Upon arrival with your first load at the start of the season, the top half of this form will be completed at the **Canfor Scales**.
2. You must take the form to the **Government Scales** and have the weighmaster complete the bottom section.
3. On your next trip or as soon as possible the completed form can be returned to one of the **Canfor Scales**.

Canfor Weighmaster:

Before filing the completed forms, forward a facsimile to the Canfor Scale Supervisor at 785-5071.

Canfor Fort St. John Woodlands - Vehicle Identification Number (VIN) Plate Policy

Effective: July 2007

Policy: All Canfor Woodlands field vehicles along with Harvesting Contractor's vehicles, logging trucks, lowbeds and highboys must have a unique VIN plate.

Purpose: To provide vehicles with a unique identification number and to promote safe driving behaviour on all forestry roads and log haul routes and provide an element of accountability for all drivers.

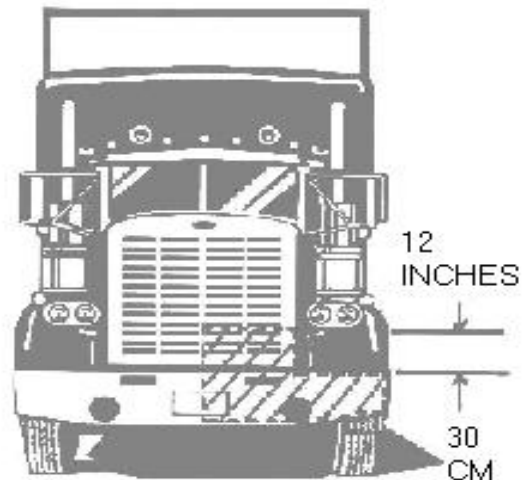
Plate Ownership: VIN Plates are not transferable. In all cases where vehicles are sold, wrecked or are no longer working in the Fort St. John area, VIN Plates must be returned to the Canfor Fort St. John scale. If a VIN Plate is lost, an administrative/replacement fee of \$35 will be levied.

Sign Specifications:

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VIN Plate dimensions 8" X 10"
reflective orange background with
6" black numbers

Location of VIN Plates: VIN Plates must be located on front of vehicle. Locate either above or below the license plate, or attach to grill or bumper on middle to left hand side of vehicle. Example location for pickups that meets requirement. Trucks need to place VIN Plate anywhere



THE ENTIRE SIGN MUST BE
KEPT INSIDE THE SHADED AREA

within the shaded/cross hatched area of
the diagram