



2011 Compliance Initiative

Overview

Over the past three years WorkSafeBC has been working with all industry stakeholders including the petroleum industry, forestry, and mining and to some extent the public, who are involved with the use of Resource Roads in B.C. By first working with several Road Safety Committees as a pilot, the program has expanded throughout the province to include approximately 18 committees who are representative of the various forest districts. Each of the committees (comprised of industry owners) facilitated the development and implementation of a resource Roads Safety Management System. Effective safety procedures and rules were developed on the principles of planning, training, communication, supervision /monitoring and duty of care by workers. The procedures /rules are the basis of a program for safety on resource roads and are being communicated and coordinated with all contractors and employees using the road system. WorkSafeBC, with the assistance of industry, has also developed a Resource Roads Video to supply basic information on how to stay safe while driving on Resource Roads in BC and provide the opportunity to have workplace discussions on issues such as checking the vehicle load, road orientation signage, public use, road hazards and more.

NOTE: The Video is available on the WorkSafeBC.com Website under Oil & Gas or Forestry/Resource Roads.

Process for 2011

The approach of consultation and information gathering that will be undertaken in 2011 is the final stage of a three year program involving work with industries that use resource roads throughout the province. Chronologically, two tools were developed for officers and industry during the first quarter of 2011. The tools include:

- Resource Roads, Safety Standards Evaluation tool for officers and industry (*see further information below*) and
- Field Officer Guide to assess user safety on resource roads (available to industry).

NOTE: The documents are available on the WorkSafeBC.com Website under Oil & Gas or Forestry/Resource Roads.

The **Resource Roads Web Site** being developed by WorkSafeBC with an expectation that it will be piloted in the Peace Forest District.

Various side issues will continue to be addressed, such as ownership and accountabilities of Government Ministries where an understanding or agreement will strengthen the collaboration of industry in the operation of the Road Safety Committees in BC.

Resource Road field activities by WorkSafeBC will involve field officers evaluating and/or validating the effectiveness of road safety management throughout British Columbia. The general focus will be on the prime contractor function being fulfilled through owner participation and contribution in Road Safety Management Committees.

A “**Resource Roads Safety Standards**” (RRSS) (due diligence) document, has been developed by WorkSafeBC, that outlines ten basic road safety standards that road owners, employers and workers must diligently achieve, to ensure that all elements of resource road related safety are met.

The RRSS document is intended to:

- guide owners and employers in the development of a **Safe Road Use Plan (SRUP)** for the purpose of ensuring there is a system in place and minimum standards (or rules) are established and communicated to all users by the

owners involved in the workplace. A SRUP is a living document focused on end users and it becomes the responsible party's diligence plan, and

- outlines what is expected and what "due diligence" involves. The SRUP must contain sufficient processes, procedures and information for road users to operate safely.

For 2011, the RRSS Template has been expanded and adapted to evaluate or assess the road safety programs of the owner and the employer /contractor to ensure essential rules, processes and procedures have been established and documented.

For each of the 10 standards there are a set of questions that will provide evidence that the program, from a written point of view, meets the necessary level of diligence to assure compliance with the Workers' Compensation Act and the Occupational Health and Safety Regulation of British Columbia.

WorkSafeBC Field Officers will be using this document as an informative, **consultative** tool to assess safe road use programs throughout the province of B.C. All industrial road users will be encouraged to understand that fulfilling their responsibilities is key to ensuring the safety of all those that use the road(s). The process for evaluation will start with Owners (Producers, Licensees, Permit Holders, etc) and then carry on to those firms or contractors that they have employed to do work for them on their road system. Further to consulting with the contractors the officers will also talk with and observe workers using the roads, to verify the information and expectations of the owners has been communicated and safety procedures are in place where high risks to workers have been identified. The general focus will be on the prime contractor role required under Section 118 of the WCA fulfilled as a responsibility of the road owner.

In order to be collaborative, informative and consultive, WorkSafeBC field officers will work with a sampling of industrial road users throughout B.C. during 2011. The intent is to ensure they have in place, a "Safe Road Use Plan (SRUP)" or road safety program element that meets or exceeds the procedures, best practices or the SRUP developed by the RSMCs in each forest district throughout the province. Officers, from a provincial perspective, will approach approximately 40 primary permit holders and/or owners over a 6 month period (starting in July of 2011) to assess what is now in place by utilizing the "Safety Standards Template". The selection and/or targeting of those involved will be determined by WorkSafeBC Regional Managers. A very important portion of the assessment involves communication of the owners SRUP and their expectation of the contractors or employers that report to them. The officers will approach a minimum of two employers that are contracted to the owner to assess the information and program(s) they have in place.

To ensure the information regarding the Safe Road Use Plan is reaching the workers using the roads (Licensee/Producer to Contractor – Contractor to their employees) officers will be validating the information by interviewing drivers/workers and observing work processes on the roads. If there are areas within a program that have not been addressed, information and guidance will be provided to the best ability of the Field Officer. There is an expectation that within a given (reasonable) period of time, those areas of a program that are missing or deficient, will be developed or corrected wherein compliance will be achieved.

The success of a Road Safety Management System relies on the fulfillment of cascading responsibilities for the safety of all those using and working on BC's resource roads and in general that includes the various owners (license holders), employers/contractors and the workers/drivers using the road systems. The effectiveness of this safety system is directly dependent on each party communicating information and coordinating the expectations of the owner/ license holders to the employer/ contractors directly related to them in the responsibility chain. The OHSR requires coordination of all parties in the line of responsibility.

As of January 2012 there will be an expectation that all industrial road users will be knowledgeable and essentially in compliance with the Workers' Compensation Act and Regulation. The majority of industry contact on resource roads will than be carried out through interaction between the field officers and industry.