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B.C. RESOURCE ROADS SAFETY STANDARDS

"ASSESSING USER SAFETY"



Using this Document

Safe use of resource roads in British Columbia can be better attained and managed by ensuring rules for safe use are consistent and properly managed. To ensure success there needs to be willingness by all users to be proactive and aware of all hazards involved and their role and responsibilities in preventing accidents and injuries to themselves and others. The key essentials to making this work is by first having a system in place and ensuring all safety rules, procedures, programs and information is effectively communicated and coordinated with all road users.

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 to be communicated and coordinated with all contractors and employees using the road system.

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

This document is intended to:

- guide owners and employers in the development of a **Safe Road Use Plan** 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 Safe Road Use Plan is a living document focused on end users and it becomes the responsible party’s diligence plan. The ten Standards stated in this document outlines what is expected and what “due diligence” involves. The SRUP must contain sufficient processes, procedures and information for road users to operate safely.
- be used to evaluate or assess the program 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 included in the document, there are a set of questions that will provide evidence that a “Safe Road Use” program, from a written point of view, meets the necessary level of diligence to assure compliance with the Workers’ Compensation Act and regulation.

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. This tool is available to all users as an evaluation guide.

Industrial road users need to understand their responsibilities which when known and addressed will help ensure the safety of all road users. 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. If there are areas within a program that have not been addressed, information and guidance will be provided. Road safety programs have been required for many years. This initiative brings forward an opportunity to review and perhaps redevelop those programs that already exist along with emphasizing the need to have a written program by those contractors and owners that have none. There is an expectation that owners and contractors already have a program. WorkSafeBC will be working to ensure appropriate programs are in place or are in the process of being developed.

IMPORTANT INFORMATION

1. Date of Review :

____/____/____
year month day

2. Forest District :

3. Employer Name :

4. Employer Contact Person :

Additional Comments



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Introduction and Background

British Columbia's vast network of resource roads can be considered amongst the most hazardous, high-risk workplaces in the province and as workplaces, present a number of unique safety challenges. Resource roads are constructed for the purpose of access, egress and transport of materials, equipment and people. Other names for resource roads may include "industrial roads", "forest service roads," and "petroleum development roads."

In the province of British Columbia, there are over 600,000 kilometers of resource roads.

Resource roads lack the same diligence of enforcement and consistent design, construction, maintenance and standard for use as public highways or municipal roads. Public use of resource roads adds to the challenge of planning, communicating, enforcing and ultimately implementing a practical safe use system for all users.

An organized approach to Health and Safety and regulatory compliance on resource roads has been an ongoing challenge for all persons who must travel on resource roads for work or pleasure.

Currently resource roads have a range of road users, the majority from industry, that require safe and well maintained corridors that will provide safe access and egress to remote locations, facilitating the transport of resource products, heavy equipment and the movement workers. Simultaneous use by various industries, their associated owners, contractors and service providers increase the hazards and risks to all users of the road. Along with industry needs, the roads are used for a variety of purposes including travel by the public to access communities, parks, recreation areas, sports venues and tourism. The vast array of users in combination with a general absence of strong and consistent safety coordination, results in heightened hazards with a high risk of serious injury and death.

Road users and related stakeholders need guidance and assurance that a working operational process or system is in place to effectively coordinate activities and increase workplace and public safety when travelling resource roads.

The most efficient and effective means of creating and maintaining a diligent system is through Road Safety Management Committees, established to administer the coordination of safety on roads in each of the 22 Forest Districts in the province of BC. The membership of the committees is comprised of those who have safety management (owner) responsibilities for a specific road or roads. These committee members are the principal users of the road systems and can contribute much of the information needed to ensure a system for safe road use is in place. By compiling a set of best safety practices and procedures that clearly identify the common thinking of all committee members in a district, the outcome will result in a consistent expectation of employers and contractors in addressing the ten standards set out in this document.

Diligent road administration is dependent on appropriate, sufficient and current contributions to safety from both the road and licensee/producer owners.

RESPONSIBILITY	STANDARD	DETAIL	
Owner (primarily)	ONE	The <u>design and construction of roads</u> being used for industrial travel must safely support intended use.	ROAD
	TWO	<u>Resource Roads must be maintained</u> to an acceptable standard to support safe use.	
	THREE	Known and foreseeable <u>hazards must be identified</u> and effectively communicated to all road users.	
	FOUR	For multiple - employer road use, activities that have an effect on occupational safety and health shall be <u>coordinated</u> . The system being used and information for coordination must be <u>communicated</u> to all those using or intending to use the road(s).	
	FIVE	A system is in place to reasonably ensure <u>compliance</u> with the WC Act and the OHS Regulation.	

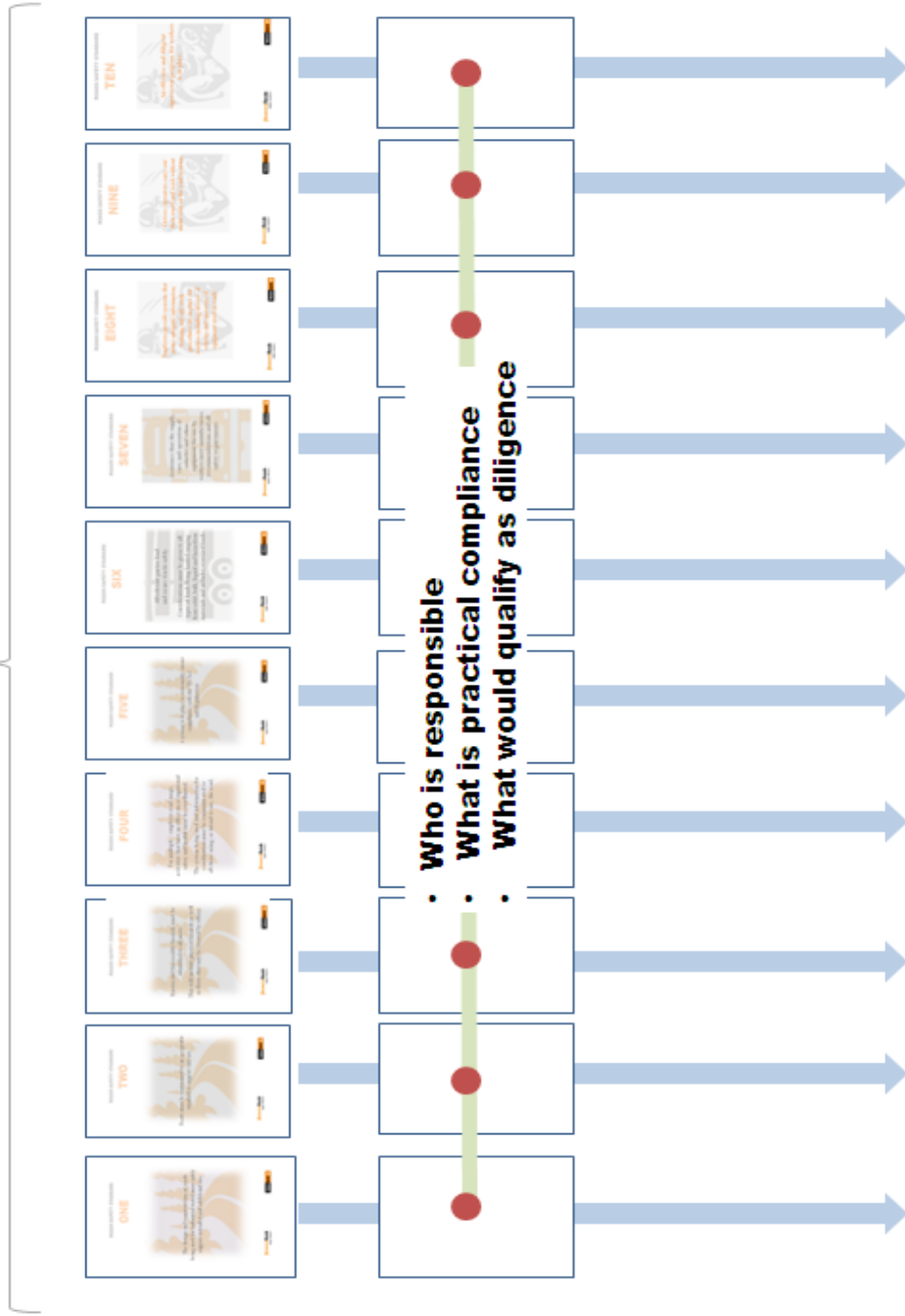
Employer	SIX	All relevant parties ensure that <u>loads</u> are securely and safely loaded and transported.	LOAD
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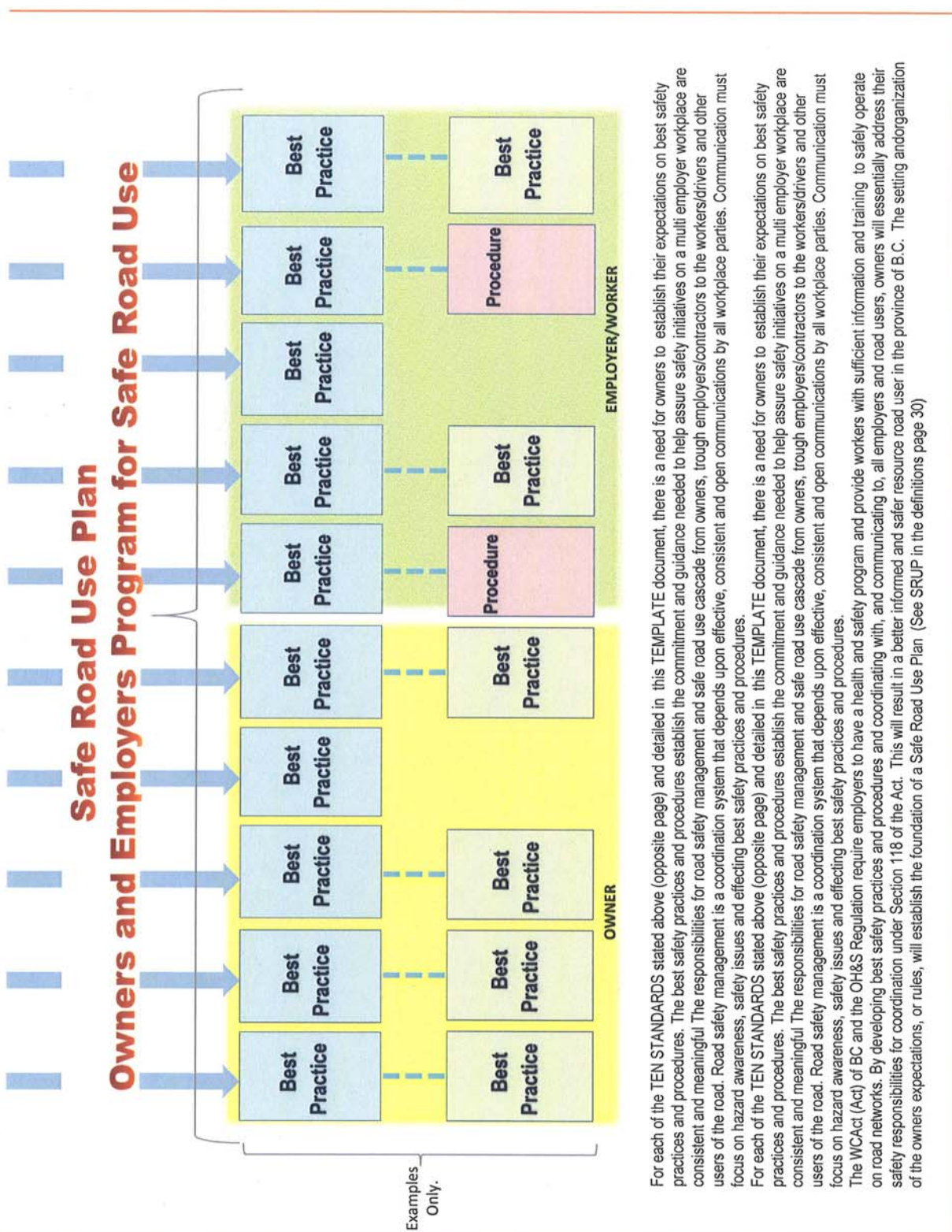
Employer	SEVEN	Assurance that <u>the supply, care and operation of vehicles</u> and other equipment for use by workers will meet manufacturers' recommendations and all safety requirements.	TRUCK
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Employer	EIGHT	Employers provide systems that assure adequate information; training and <u>safe work procedures</u> are in place for workers which include drivers' of vehicles and operators of equipment used on roads.	DRIVER
Employer	NINE	Drivers/Operators carry out their travel and work without <u>undue risk</u> on the road systems.	
Employer	TEN	An effective and diligent <u>supervision program</u> for workers is in place.	

RESOURCE ROADS SAFETY STANDARDS TEMPLATE

The Ten Standards relate the expectations of "diligence" on
Roads, Loads, Trucks and Drivers





For each of the TEN STANDARDS stated above (opposite page) and detailed in this TEMPLATE document, there is a need for owners to establish their expectations on best safety practices and procedures. The best safety practices and procedures establish the commitment and guidance needed to help assure safety initiatives on a multi employer workplace are consistent and meaningful. The responsibilities for road safety management and safe road use cascade from owners, through employers/contractors to the workers/drivers and other users of the road. Road safety management is a coordination system that depends upon effective, consistent and open communications by all workplace parties. Communication must focus on hazard awareness, safety issues and effecting best safety practices and procedures.

For each of the TEN STANDARDS stated above (opposite page) and detailed in this TEMPLATE document, there is a need for owners to establish their expectations on best safety practices and procedures. The best safety practices and procedures establish the commitment and guidance needed to help assure safety initiatives on a multi employer workplace are consistent and meaningful. The responsibilities for road safety management and safe road use cascade from owners, through employers/contractors to the workers/drivers and other users of the road. Road safety management is a coordination system that depends upon effective, consistent and open communications by all workplace parties. Communication must focus on hazard awareness, safety issues and effecting best safety practices and procedures.

The WCA Act (Act) of BC and the OH&S Regulation require employers to have a health and safety program and provide workers with sufficient information and training to safely operate on road networks. By developing best safety practices and procedures and coordinating with, and communicating to, all employers and road users, owners will essentially address their safety responsibilities for coordination under Section 118 of the Act. This will result in a better informed and safer resource road user in the province of B.C. The setting and organization of the owners expectations, or rules, will establish the foundation of a Safe Road Use Plan (See SRUP in the definitions page 30)

ROADS SAFETY STANDARD

ONE

“The design and construction of roads being used for industrial travel must safely support the intended use”.





Responsibilities

When designing and/or constructing roads, intended use must be considered by the owner. The authority to set road use standards within the design and construction of a road can be delegated to another owner or the RSMC.

Practical Compliance (see note below)**

The road limitations based on the design and construction have been identified to users.

Process:

With support, the RSMC can set up a communication system to ensure road use limitations are identified and communicated to users. For example:

- Statement in “permit” to identify limitations specific to road or the section of road being used, (done by permit issuer)
- Applicable signage in place
- Prime Contractor system checklist identifying limitations were discussed

Note: *Users are primarily responsible to adjust travel when road conditions change by natural causes such as weather. Owners may identify seasonal temporary changes in limitations.*

Assurance of Diligence

By validating that the Road Owner and/or Primary Permit Holder have identified road limitations* and those limitations have been communicated to users.

Notes: * *Adherence to road limitations becomes part of monitoring*

** *The comments noted are general examples of what compliance could include however specific situations may be assessed on an individual basis.*

#	GENERAL QUESTIONS	YES	NO	N/A	Answer / Comments
1.	Type of Permit for you area or Tenure?	N/A	N/A		
2.	Type of roads (FSR,PDR, etc.)	N/A	N/A		
3.	Who issued the Permit(s) ?	N/A	N/A		
4.	Who has the knowledge and control for the purpose of health and safety ?	N/A	N/A		
5.	Does your company have a representative on the District Road Safety Management Committee ?				
6.	As part of your company's health and safety program, do you have a Safe Road Use Plan that outlines your standards for safety on resource roads ?				
7.	If No , does your company incorporate this material in other elements of your health and safety program ?				
8.	Do you have contractors working and/or travelling on resource roads?				

#	ROAD DESIGN & CONSTRUCTION QuestionS	YES	NO	N/A	Answer / Comments
9.	Has your firm designed and/or constructed Roads?				
	If YES above, please respond to the following questions.				
10.	If Yes, what standard(s) were used for the design and/or construction of the road(s) ?				
11.	Was there an assessment of intended use ?				
12.	Were the following points taken into consideration? 1. Size and weight of vehicles to be used. 2. Axle considerations 3. Capacity of infrastructure (bridges, multi plates) 4. Height restrictions 5. Current and future traffic volumes				
13.	Are road limitations communicated to road users and road use permit holders in the way of road use agreements and/or signage at the beginning of the road?				
14.	With regard to the above: Have any seasonal limitations placed on the road been communicated by way of a road use agreement and/or signage at the beginning of the road?				

TWO

“Resource Roads must be maintained to an acceptable standard to support safe use.”



Responsibilities

The permit holder with maintenance obligations, sometimes called a primary permit holder, is a created position that is under the formal responsibility of the Road Owner. The permit holder with maintenance obligations can maintain the road themselves or hire a contractor to perform maintenance. The Maintenance Contractor is to be held accountable by the Road Owner to carry out road maintenance to a standard. The Maintenance Contractor may have whatever duties and latitude that is afforded by the Road Owner.

Practical Compliance **

Need to classify roads based on volume and appropriate maintenance needed.

Process:

- A Maintenance Contractor is assigned.
- The Contractor and maintenance standards are identified to users. This could be carried out through the RSMC.
- A “Communication” plan where concerns can be brought forward and information can be disseminated to users and industry partners.

(example: signage, meetings, web sites, agreements, etc.)

The permit holder with maintenance obligations should attend RSMC meetings and be part of the RUGS as necessary.

Assurance of Diligence

Validate that a maintenance contract in place.

Validate Maintenance Contractor and general maintenance standard are identified to users and RSMC.

Maintenance is carried out to a required standard.

Note: If the system is in place, then issues with maintenance fit into the hazard reporting system that is administered by the Prime Contractor or those performing the Prime Contractor function.

*** The comments noted are general examples of what compliance could include however specific situations may be assessed on an individual basis*

#	Question	YES	NO	N/A	Answer / Comments
1.	Has the road Owner/PC (or designated permit holder with maintenance obligations) assessed maintenance needs for the road(s) based upon risk factor considerations for vehicles using the road(s); i.e. size (length-width and height) and weight of vehicles, traffic volumes, weather and seasonal considerations (snow removal, dust suppression, sanding and or grading etc), slope and grade of road (steeper sections and areas with side sloping grades will require additional maintenance) etc				
2.	Has the road Owner/PC adopted or developed appropriate maintenance standards to provide direction to either maintenance contractors or designated road use permit holders (that have been assigned maintenance obligations) for maintenance that is required on the road (s)?				
3.	As part of this process, has the road Owner/PC outlined requirements for traffic management when road maintenance is being conducted by their workers or by a contractor (s)?				

#	Question	YES	NO	N/A	Answer / Comments
4.	Has the road Owner/PC considered all infrastructure requirements in their road maintenance standards? i.e. Road signage (including all traffic control information signage and hazard signage), bridges (including ice bridges if used), pull outs, ditch lines, slope stability, culvert or multi-plates, bridge and road approaches, road grade surface requirements based upon materials of road construction (different road surfaces wear differently i.e. clay versus gravel, rock versus sand and soil based roads versus ice roads etc.				
5.	Does the road Owner/PC have a system to monitor road side hazards to ensure that they are addressed and controlled in a timely manner? (i.e. dangerous trees along roads, loose rocks, fill, or other materials that could impact the road, restrictions to driver visibility-brush, foliage etc)				
6.	Has the road Owner/PC conducted an avalanche evaluation for all roads and have they conducted an <u>avalanche</u> risk assessment for all required roads? Does the Owner/PC have an avalanche safety plan for their roads where required? (Note: The Canadian Avalanche Association (CAA) outlines the Standards for conducting road avalanche evaluations, risk assessments and the subsequent avalanche safety plans when required.				
7.	Does the road Owner /PC have a system to monitor changing usage on their road(s) that will impact maintenance requirements? Whether increased or different usage or decreased usage and do they respond accordingly to ensure the safe transit of vehicles on the road(s)?				
8.	Does the road owner have a system to monitor compliance with their road maintenance standards if this process has been contracted out or delegated to road permit holders?				

ROADS SAFETY STANDARD

THREE

“Known and foreseeable hazards must be identified and effectively communicated to all road users”.





Responsibilities

Owners are responsible to identify known and foreseeable hazards to other users.

Employers are responsible to provide information that may affect the safety of all workers working for that employer and any other worker present at the workplace when the employer's work is being carried out.

Practical Compliance **

A system is created, possibly through a Road User Group that gives the users' opportunity for essential safety input, timely receipt of safety information and every opportunity to operate safely on the roads.

Process:

If a RSMG is utilized, then it must operate within a Terms of Reference document and there is an organized plan to facilitate safe road usage.

There is a **Safe Road Use Plan and Communication Strategy** that focuses on end users who shall be properly informed, safety activities are coordinated and a system is in place to ensure all users are compliant.

If it is not practical for the RSMG to have direct contact with each employer that may use the road, then exchange of information and appropriate communication must be assured through different systems.

Assurance of Diligence

Documentation:

- Communications, system(s) used, hazard reporting, inspections, safety meetings, etc. are in place and documented.
- Signage provides hazard warnings.
- A road hazard map would be effective for static hazards.

Validation: users are aware of the hazards.

*** The comments noted are general examples of what compliance could include however specific situations may be assessed on an individual basis*

#	Question	YES	NO	N/A	Answer / Comments
1.	Has the road Owner/PC developed an effective system for monitoring, assessing and classifying road Hazards?				
2.	Does the system (above) include a timely response plan for hazards that have developed due to weather and other natural factors?				
3.	Does the monitoring plan (above) include a process to monitor changes that occur over time such as increases in traffic volumes and types of traffic?				
4.	Has the road Owner /PC effectively communicated the hazards of the road(s) to all road users and permit holders?				
	What process is being used to communicate the identified hazards of the road(s),?				
	<ul style="list-style-type: none"> • is this in the road use agreements that are issued? • is it in the form of road hazard mapping? • is it outlined in orientation and hazard signage along the road(s) system? 				
5.	Has the road Owner/PC identified road hazards that are seasonal in nature and may not be readily apparent under normal conditions? i.e. areas prone to flooding, landslides or torrents, avalanche zones, heavy snow belts, water flows with ice build-up, areas prone to extreme dust etc.rainfall shutdown criteria, etc.).				
	Are these seasonal hazards effectively communicated to road permit holders and road users?				
	How is the information communicated and is it effective?				
6.	Has the road Owner/PC identified man made road hazards? i.e. plant sites along the road(s) that may have hazardous emission releases, areas of excessive traffic including vehicles turn onto or off of the road(s), construction or maintenance activities on the roads or adjacent to the road(s), etc.?				

ROADS SAFETY STANDARD

FOUR

“For multi-employer road(s) use, activities that have an effect on occupational safety and health shall be coordinated.

The system being used and information for Coordination must be communicated to all those using or intending to use the road(s)”.





Responsibilities

The Owner/PC or RSMC carrying out the function of coordination of safety activities must be supported by all owners and all safety information and expectations must be communicated to all employers and other users.

Practical Compliance **

A system is created that gives users appropriate information and the opportunity for feedback and the ability to operate safely on the roads.

Process:

If a RSMG is utilized, then it must operate within a Terms of Reference document and there is an organized plan to facilitate safe road usage.

There is a **Safe Road Use Plan and Communication Strategy** that focuses on end users who shall be properly informed, safety activities are coordinated and a system is in place to ensure all users are compliant.

If it is not practical for the RSMC to have direct contact with each employer that may use the road, then exchange of information and appropriate communication must be assured through different systems.

Assurance of Diligence

Documentation:

Validate that a system of coordination and communication is in place. If utilizing a RSMC, validate that the Terms of Reference outlines committee mandate, structure, membership and duties, operational parameters, and limitations.

Review the Owner/PC's or RSMC's SRUP and the communication system.

*** The comments noted are general examples of what compliance could include however specific situations may be assessed on an individual basis*

#	Question	YES	NO	N/A	Answer / Comments
1.	Has the road Owner/PC participated in a regional Road Safety Management Committee (RSMC)?				
	Have they adopted the road safety “Best Practices” (written Safe Road Use Plan) developed by the RSMC for coordination of activities for their road(s)?				
2.	Has the road Owner/PC developed an effective system of coordination for their road(s)?				
	Is the system included as part of their health and safety program? (Safe Road Use Plan)				
3.	Has the road Owner designated a Prime Contractor (P/C) for the road(s) or portions of the road?				
	Does the PC have adequate authority and control over the roads to fulfill their role and obligations as P/C ?				
	Is the P/C fulfilling the coordinating role?				
	Including the ability to ensure compliance with the obligations of the OHS regulations and WCAct?				

ROADS SAFETY STANDARD

FIVE

“ A system is in place to reasonably ensure compliance with the Workers Compensation Act and OHS regulation”.





Responsibilities

The administration of road safety including coordinating safety activities of users and ensuring there is a system for compliance in place can be fulfilled through the RSMC or Owner/PC. However, the responsibility for fundamental compliance with legislation remains with each Owner, Employer and Worker.

Practical Compliance**

The fundamentals of the system to reasonably ensure compliance would be included in the Safe Road Use Plan. (See pages #8, #9)). There are fundamental expectations of Employers for ongoing management of their own workers safe use, such as:

Risk assessments based on the information provided and user circumstances

Planning road use based on circumstances and needs with consideration given to assessing the limitations of the road and scheduling of major activities between the various road owners and users.

Training and Safe Work Procedures, along with sufficient information are provided to all workers to help assure they operate safely on roads.

i.e. Employers/Contractors ensure their vehicles, trucks, equipment, (etc.) and the loading of their trucks meet the limitations of the roads and comply with the Safe Road Use Plan provided by the owner(s).

Supervision systems are in place at an employer level and worker activities are being monitored.

Drivers/operators are aware of expectations and follow procedures and safety instructions.

Process:

The fundamentals of compliance systems are agreed upon by the owners who in turn communicate their expectations to the employers.

There are systems in place such as monitoring that identify noncompliance by users.

Assurance of Diligence

Documentation:

Review SRUP for completeness.

Review information collected during monitoring and information submitted by Owners and Employers that relate to compliance

*** The comments noted are general examples of what compliance could include however specific situations may be assessed on an individual basis*

#	Question	YES	NO	N/A	Answer / Comments
1.	Does the road Owner P/C include in their system or process of ensuring compliance consideration to the following requirements:				
	1) Road Design and construction which ensures that the road is safe for transit for all intended vehicles and traffic, including all required information and hazard signage requirements.				
	2) Planning of road use based upon circumstances of use and seasonal limitations. This includes an assessment of road use limitations, restrictions and needed scheduling of activities between various road users and road use permit holders. (This requires a documented process)				
	3) Road rules and safe work procedures are established and the required training and orientation in such is effectively conducted, so as to ensure that workers and users can operate safely on the road(s).				
	4) Load and vehicle standards are in place to ensure that all loads are properly secured and transported in a safe manner on the road(s). That vehicles being used on their road(s) are fit for purpose and can safely transport the equipment, materials or personnel they are being utilized for.				
	5) An expectation with employers using the road(s) is effectively communicated and documented in road use agreements that their workers are to be properly supervised and follow required road rules and safe work procedures when operating on the road(s). As well, the expectation is communicated that their workers are to be adequately trained in the safe operation of the vehicles or equip being used on the road(s).				

#	Question	YES	NO	N/A	Answer / Comments
2.	<p>Does the road Owner P/C have a system in place for conducting regular inspections of the road(s) to ensure that all hazards related to the road conditions are identified and corrected?</p> <p>Is this process of inspection documented in an acceptable manner?</p> <p>Are corrective actions implemented in a timely manner?</p>				
3.	<p>Does the road Owner P/C have an effective system for monitoring whether Road Use Permit Holders (Employers) are complying with the Safe Road Use Plan or Program?</p>				
4	<p>Has the road Owner P/C ensured that the process by which Permit Holders will be monitored and the process of enforcement has been effectively communicated to the Permit Holders and road users?</p>				
5.	<p>Does the road Owner P/C have an effective system or process which includes proper documentation for ensuring compliance with the WCAct and OHS regulations for their road(s)?</p>				

ROADS SAFETY STANDARD

SIX

“All relevant parties ensure that loads are securely and safely loaded and transported”.



Responsibilities

Owners or tenure holders are the parties that contract Employers/Contractors to haul their loads on resource roads. It is incumbent upon those parties to only utilize Employers/Contractors with trucks and equipment that can haul loads safely on the roads.

Employers/Contractors have the responsibility for giving instruction and direction on safe loading to their Workers.

Workers must secure and haul loads safely.

Practical Compliance **

Loads are not in excess of the truck or road capacities.

Loads are configured and secured to not compromise the stability of the truck.

Process:

Risk assessments with respect to the road, truck and load are carried out during the planning stage of hauling.

Workers are trained and instructed in safe loading practices.

Loads are secured as per standards such as National Safety Code for Load Securing.

Trailers or haul beds are maintained to ensure safe loading.

Assurance of Diligence

Validate:

Loading practices are documented.

Owner or tenure holders take appropriate action when unsafe loads are delivered.

Observations of loads and truck stabilities are noted during the monitoring process.

*** The comments noted are general examples of what compliance could include however specific situations may be assessed on an individual basis*

EVALUATION

#	Question	YES	NO	N/A	Answer / Comments
1.	Has the Road Owner/PC established effective standards for load securement and safe loading of loads transported on their road(s)?				
2.	Has the Road Owner/PC established effective standards for wide and oversized loads being transported on their road(s)?				
3.	Has the Road Owner/PC established effective standards for the securement of cargo inside and outside of crew transportation vehicles and light duty pick-ups?				
4.	Has the Road Owner/PC effectively communicated their loading and securement standards to all road use permit holders and road users?				
5.	Have Employers/Contractors implemented effective systems for load and cargo securement that includes inside and outside of crew transportation and light duty pick-ups?				
6.	Are Driver/Operators ensuring that all loads and cargo inside and outside of their vehicles and equipment are properly and safely secured in accordance with established standards and safe work procedures?				
7.	Has the Employer/Contractor implemented a safe work procedure for fall protection when workers required to perform tasks on top of a load in excess of 3 meters from grade?				

ROADS SAFETY STANDARD

SEVEN

“Assurance that the supply, care and operation of vehicles and other equipment for use by workers meet manufacturers’ recommendations and all safety requirements”.





Responsibilities

Owners or tenure holders are the parties that contract Employers/Contractors to haul their loads on resource roads. It is incumbent upon those parties to only utilize Employers/Contractors with trucks and equipment that can haul loads safely on the roads.

Employers will only assign trucks that can operate safely on the road.

Trucks will be maintained.

Workers will assure their vehicles are operated safely.

Practical Compliance **

Planning for hauling loads and the transportation of workers is essential before contractors and workers are assigned to operate on resource roads.

Planning would include consideration of the: configurations, size and weights of various types of haul trucks, as well as loads.

Process:

Owners have a process for hiring hauling contractors.

Assignment of trucks by employers to specific hauling tasks is planned with all safety considerations.

Workers are instructed on the use of personal transportation on the roads.

Trucks are maintained to manufacturers' standards.

Assurance of Diligence

Documentation:

Risk assessments with respect to truck assignment are carried out by all parties.

*** The comments noted are general examples of what compliance could include however specific situations may be assessed on an individual basis*

#	Question	YES	NO	N/A	Answer / Comments
1.	Has the Road Owner/PC established effective selection protocol for all vehicle(s) and equipment to be used on their road(s)?				
2.	Has the Road Owner/PC established effective standards for the safe operation of all vehicles on their road(s)?				
3.	Has the Road Owner/PC established effective standards for the selection of appropriate hauling and transportation contractor(s)?				
4.	Have Employer(s) and Contractors utilizing these road(s) implemented appropriate standards for the proper selection, maintenance and use of vehicles and equipment operating on resource road(s)?				
5.	Have Employers(s) and Contractors utilizing these road(s) implemented appropriate standards for conducting inspections of vehicles and equipment operating on resource road(s)?				

#	Question	YES	NO	N/A	Answer / Comments
6.	<p>WORKER VERIFICATION</p> <p>Are workers operating vehicles and equipment on these resource road(s) following safe operating procedures for the road(s), including the established rules of the road (SRUP) and inspectional standards outlined by their employers?</p>				

WORKER VERIFICATION

Field questions to verify safety road use information and expectations have been communicated to the worker/driver.

ROADS SAFETY STANDARD

EIGHT

“Employers provide systems to assure adequate information, training and safe work procedures are in place for workers including drivers’ of vehicles and operators of equipment used on roads.”





Responsibilities

Appropriate tenure holder, RSMC, RUG or Road Owner will provide information on standards for specific Roads, Loads and Trucks.

The Owner/PC or RSMC through the safe road use plan may provide instruction in the form of procedures for those safety issues they feel are important to the workplace. It is the responsibility of the employer to provide safety procedures appropriate to the hazards their workers may encounter.

Employers and workers must obey all signage and adhere to protocols of radio use and utilize assigned radio frequencies that are in place.

Employers/Contractors will provide their workers with adequate information, training, direction and supervision specific to the roads to be used.

Practical Compliance **

Expectations of Employers and or Workers

Risk assessments based on the information provided and user circumstances.

Planning road usage based on circumstances and needs with consideration to the SRUP.

Training and Safe Work Procedures and sufficient information are provided to workers to operate safely.

Supervision systems are in place at an employer level.

Drivers/operators are aware of expectations.

Respond to emergency situations.

Assurance of Diligence

Workers are held accountable for safe road usage. Hazards or anomalies are identified, investigated and addressed. Each Employer has a supervision component in their program.

All operators have appropriate qualifications, licenses and endorsements to operate the trucks they are assigned.

*** The comments noted are general examples of what compliance could include however specific situations may be assessed on an individual basis*

#	Question	YES	NO	N/A	Answer / Comments
1.	Have the employers/contractors reviewed a copy of the Road Owners road hazard assessment and Emergency Response Plan (ERP) for their road(s)?				
2.	<p>Have employers/contractors assessed the hazard(s) and risk(s) of resource travel for their workers?</p> <p>Has their written assessment included the outlined road(s) hazards communicated by the Road Owner/PC?</p> <p>Does the assessment consider a written avalanche safety plan where required?</p>				
3.	Have employers/contractors developed written safe road use plan for their workers based upon the road rules and radio protocols developed by the local RSMC or road(s) owner?				
4.	Does the employers/contractors written road use plan include appropriate emergency response procedures?				
5.	Have the employers/contractors written emergency response procedures (ERP) been based upon an adequate risk assessment of the resource road use by their workers?				

#	Question	YES	NO	N/A	Answer / Comments
6	<p>Have the employers/contractors developed appropriate training and instruction for their workers travelling on resource road(s)?</p> <p>Does the training and instruction include an orientation to the rules of the road and radio calling protocols?</p> <p>Does the training include specific written Safe Work procedures for journey management developed by the employer?</p>				
7.	<p>Have the employers/contractors included in their road safety and travel planning process a system of monitoring and supervision of workers?</p>				

NINE

“Drivers/Operators carry out their travel and work without undue risk on the road systems.”



Responsibilities

Employers provide workers with information and instruction on safe operation on the road systems as well as procedures to follow if road use is considered unsafe.

Workers must take reasonable care to do a safe and competent job when operating on road systems and must follow established procedures.

Practical Compliance**

Safe travel is planned; workers are trained, adequately instructed and supervised.

Process:

Training, instruction and supervision processes are in place.

A Safe Road Use Plan is utilized by workers and reflected in their training and instruction.

Workers carry out personal risk assessments to identify hazards and concerns when operating on the road system. They must stop and mitigate hazards before proceeding in any circumstance that they feel will endanger themselves or any other person.

If the hazard cannot be corrected they must report to their employer.

Assurance of Diligence

Employer has a training plan and training records.

Systems are in place for hazard reporting.

Workers demonstrate skill, knowledge and ability through safe operation.

*** The comments noted are general examples of what compliance could include however specific situations may be assessed on an individual basis*

#	Question	YES	NO	N/A	Answer / Comments
1.	How does the employer/ contractor ensure that travel on resource roads is properly planned?				
2.	What are the resources used by the employer /contractor in their travel planning? List the resources applied and their effectiveness.	N/A	N/A		
3.	Does the employer /contractor have a hazard reporting system incorporated into their travel planning process?				
4.	Does the employer/contractor have a refusal of unsafe work procedure that considers and includes travel on resource roads?				
5.	What process does the employer/contractor have in place for the training, instruction and supervision of workers travelling on resource road(s)?	N/A	N/A		

#	Question	YES	NO	N/A	Answer / Comments
6.	WORKER VERIFICATION What process and procedures are drivers/operators following to ensure that they have a proper travel plan for work on resource road(s)?	N/A	N/A		
7.	WORKER VERIFICATION Do drivers/operators conduct road hazard risk assessments before and during travel on resource roads?				
8.	WORKER VERIFICATION Are drivers/operators aware of hazard reporting requirements for travel on resource road(s)?				
	Do they know what to report and to whom?				
9.	WORKER VERIFICATION Are drivers/operators aware that the refusal of unsafe work applies to resource road travel?				

WORKER VERIFICATION

Field questions to verify safety road use information and expectations have been communicated to the worker/driver.

ROADS SAFETY STANDARD

TEN

“An effective and diligent supervision program for workers is in place.”





Responsibilities

Employers are responsible for the function of supervision. Traditional supervision of direct observation is not always practical so Employers must utilize other means to be comfortable that Workers understand and follow safe travel practices.

Practical Compliance **

There is a written procedure for the supervision function.

Process:

May include:

- Personal contact periodically between driver and supervisor
- Direct observation at loading and off loading sites
- Log book reviews
- Review of RSMC or Owner/PC monitoring
- Investigation of reported issues
- Review of truck maintenance reports
- Observations by supervisors when they encounter the drivers on the road
- Technological monitoring systems

Young or new workers are supervised with greater diligence and frequency of visits or observations

Assurance of Diligence

Validate:

Supervisors keep a record of their observations and follow up on concerns with any drivers or operators

Employers hold supervisors accountable.

*** The comments noted are general examples of what compliance could include however specific situations may be assessed on an individual basis*

#	Question	YES	NO	N/A	Answer / Comments
1.	Have the Employers/Contractors ensured that their workers are fully aware of the “rules of the road” and other relevant legislated requirements for the resource road(s) travelled?				
2.	Have the Employers/Contractors ensured that their workers are properly licensed to operate the vehicles and equipment used?				
3.	Have the Employers/Contractors implemented a system to ensure that their workers’ competency on the vehicle or equipment being operated is reviewed and endorsed by a qualified supervisor?				
4.	Have Employers/Contractors developed a system to ensure that all of the vehicles and equipment are inspected and maintained according to manufacturers’ specifications and other legislated requirements?				
5.	Have the Employers/Contractors implemented a process for ensuring that all required vehicle log books are maintained and workers are adhering to hours of service legislation?				

#	Question	YES	NO	N/A	Answer / Comments
6.	Have Employers/Contractors implemented a policy to ensure that their workers are not operating their vehicles and equipment while impaired by drugs, alcohol or fatigue?				
7.	Have the Employers /Contractors implemented effective practices to ensure that workers employed working alone or in isolated areas are properly check on and assistance rendered as needed?				
8.	Have the Employers/Contractors provided adequate direction to their supervisor(s) regarding their expectations for the effective monitoring and supervision of their workers travelling on resource road(s)?				
9.	What systems/practices have the Employers/Contractors implemented to monitor the performance of their supervisors to ensure that they are properly supervising their workers?	N/A	N/A		
10.	Have the Employers/Contractors utilized any technological on-board monitoring systems (Data Collection Only) to assist in the monitoring and supervision of their drivers and operators? <i>(If so list what systems are being used and comment on their effectiveness.)</i>				



DEFINITIONS AND ACRONYMS

BCFSC	BC Forest Safety Council
BCTS	BC Timber Sales
Due Diligence	<p>Due diligence means that employers shall take all reasonable precautions, under the particular circumstances, to prevent injuries or accidents in the workplace. "Due diligence" is important as a legal defense for a person charged under occupational health and safety legislation. The conditions for establishing due diligence includes several criteria. Some examples are listed below for an employer:</p> <ul style="list-style-type: none">• The employer must have in place written OH&S policies, practices, and procedures• The employer must provide the appropriate training and education to the employees so that they understand and carry out their work according to the established policies, practices, and procedures.• The employer must train the supervisors to ensure they are competent persons, as defined in legislation.• The employer must monitor the workplace and ensure that employees are following the policies, practices and procedure.• The employer should have an accident investigation and reporting system in place. <p>All of the elements of a "due diligence program" must be in effect before any accident or injury occurs. Due diligence is demonstrated by your actions before an event occurs, not after.</p>
Enform	This is the oil and gas safety association of British Columbia.
FSR	Forest Service Road
MFLNR	Ministry of Forests, Lands and Natural Resource Operations
OHSR	Occupational Health and Safety Regulation
Owner	Owner, as it applies to safety-related activities, includes: owner of the road, licensees, producers and other tenure holders. MoFR, BCTS and Oil and Gas Commission are examples of ministries/agencies that are considered road owners on much of the Crown Lands. The road owner is responsible for Section 118 of the WCAct of BC.
PDR	Petroleum Development Road

Resource Roads Roads that are constructed for the purpose of access, egress and transport of materials, resources, equipment and people. Resource roads are also known as “industrial roads,” “forest service roads,” or “petroleum development roads.”

Road Owner Committee, Road Safety Management Committee (RSMC)

A committee made up of Owners, Licensee’s, Producers, etc. that establishes safe work expectations through appropriate standards and procedures that provide direction for the contractors and workers who are using the road. This is an ongoing group of owners who share information on road use that is needed for everyone to operate safely.

Road User Group (RUG)

A group that represents unrelated representatives from a range of road users, each of whom may have differing needs, but meets regularly to discuss safety issues that may impact other companies or workers on specific parts or portions of the road network. This group would normally be referred to as a “Road User Group”.

Safe Road Use Plan

SRUP is an operational safety information document (safety program) developed and administered by those parties responsible for resource road management and use. The SRUP as part of a road safety program is a definite plan of considerations and actions designed to prevent accidents on a designated road system or network.

WorkSafeBC Workers’ Compensation Board of British Columbia.

WC Act of B.C. British Columbia’s Workers Compensation Act



FOUR **KEY** SAFETY ELEMENTS

to ensure effective resource road safety management

Planning

Required maintenance, identification of road use hazards, use within road limitations and traffic management resulting in safe use standards and work procedures.

Training/Communication

Instruction and direction in Safe Use Standards & work procedures and shared communication, by all workplace Parties, of safety issues.

Supervision/Monitoring

Ensuring safe use standards are understood and followed.

Professionalism/Due Care

All workplace parties taking responsibility for their, and others, safe use of roads.

ResourceRoads
Safety Matters