

## VEHICLE AND ROAD SAFETY GUIDELINES

Forest roads are subject to continuous changes due to weather, surfacing materials, traffic volume, and traffic flow. All operators are responsible for the safe operations of their vehicles based upon the type of vehicle operation, vehicle condition, equipment and driver ability and road conditions. This document comprises some of the many rules consistent with good judgement.

### Vehicle Operation

1. Each operator is responsible to judge whether the road and conditions are safe for the operation of the vehicle and to ensure the vehicle is equipped with appropriate equipment to ensure safe travel.
2. Ensure seatbelts are worn.
3. All traffic must drive on the right side of the road.
4. Do not overdrive the road conditions (associated with level of driver experience and/or safe operation of truck/trailer).
5. Ensure vehicles are equipped with two-way communications with appropriate radio frequencies.
6. Kilometre signs and road names must be used to identify locations. Local names should not be used, as there may be traffic that is not familiar with landmarks.
7. Road frequencies are to be used for traffic control only. If the need arises to chat, pull into a safe spot and switch frequency.
8. When the road is busy, traffic should bunch up but maintain safe sight distance out of the dust or blowing snow of the lead vehicles. This will help reduce radio traffic.
9. All vehicles are to be operated and equipped for the appropriate road and traffic conditions. Always drive according to conditions, particularly hazardous ones such as dust, snow, ice, soft sub grade or areas of high non-radio assisted traffic. Expect and prepare for the unexpected – road conditions can change without warning.
10. Loaded vehicle(s) should be given the right of way where conditions permit. **COMMON SENSE MUST BE USED.** Empty vehicle(s) must not assume they have safe passage and right-of-way. Empty vehicles use designated pullouts to clear loads and allow time to sit if necessary.
11. Driving lights or headlights must be turned on while traveling at all times, but point them away from oncoming traffic when in a pullout.
12. Vehicles should not be passed if it is unsafe to do so. The vehicle being passed should be contacted and should give clearance to pass.
13. Be careful backing up. If one can't see clearly in the mirror and/or suspect the road conditions are hazardous stop the vehicle in a safe spot, get out of the truck and assess the situation prior to making the final decision to proceed.
14. All vehicles and drivers must comply with provincial and federal laws, Forest Practices Code, Forest and Range Practices Act, industrial transportation, company directives, and WCB acts and regulations.

## Radio Use

1. All road systems are posted with road names and frequencies at the beginning of the road system - use only those frequencies assigned to an area or road. Switch channels only when you can see the road frequency change sign.
2. LP road channel frequencies should only be used for calling kilometres, emergency use, and for operational related issues. Loading communications should be carried out on another frequency.
3. While on active bush roads, all users must continuously monitor the posted radio frequency. Any user that wishes to communicate on another frequency is required to pull over and come to a complete stop.
4. When traveling into the bush (kilometre marker #'s increasing) vehicle operator must call **empty** with road name/kilometre marker calls. When traveling out of the bush (kilometre marker #'s decreasing) the vehicle operator must call **loaded** with road name/kilometre marker calls. Call empty when entering a new road, or when you are unsure of the exact location of oncoming traffic.
5. Location by kilometre and road name is the only method to be used for calling location. Do not use geographical markers or local names for location.
6. Long and wide loads have to be identified when calling kilometres (i.e. "Empty B Road 36km Wide Load").
7. On road systems that have heavy vehicle use, are steep or narrow, or have poor line of sight, call the road name / kilometer mark often enough to indicate to approaching vehicles your location. A guideline to consider would be to call your location every 2 to 3 km. Call more frequently as you approach an oncoming vehicle. On road systems with light use, or more favorable conditions (wider, flatter, straight) call often enough to allow oncoming traffic to know your location. To reduce radio congestion, empty vehicles should call kilometers less often and concentrate on pulling off at appropriate turnouts to allow safe passage of loaded traffic. Always be aware that other vehicles may not have a radio, and drive accordingly. Do not depend on your radio for your safety. Use your radio as an aid to prevent accidents, but do not depend on it to save lives. Forest roads are radio-assisted not radio controlled.
8. Observe proper radio use protocol – absolutely no visiting/chatter, vulgar, foul, offensive, or derogatory language or comments will be tolerated at any time on the road channel.