

**Communicating Known Hazards and**  
**Assessing Road Risk**  
**Management System Document “B”**  
**Williams Lake TSA Resource Roads Safety Committee**

These policy documents apply to all forest roads in the Williams Lake TSA maintained for industrial use and outside of a cutblock.

1. It is the Road Permit holder or Primary Road Use Permit holder’s responsibility to inspect and maintain the road to either a wilderness or industrial standard, depending on the road’s intended use and the timing of that use. This responsibility may be transferred to another party through a written agreement.
2. It is the Road Permit holder or the Primary Road Use Permit holder’s responsibility to communicate known road hazards to known industrial road users. Road hazards include but are not limited to;
  - Temporary road closures or obstructions.
  - Active logging or blasting areas adjacent to the road.
  - Two way hauling activities.
  - Heavier than normal concentrations of traffic.
  - Known washouts or landslides.
  - Active road construction or road upgrade sections.
  - Radio frequency overlaps or conflicts.
  - Bridge repair or maintenance.
  - Livestock alerts – presence of livestock in areas with no cattle guards or fences
  - Other location specific features
3. The communication of the known road hazards can be through information sign placement, road safety meetings, direct communication with affected users, advertising through the public media, or flag persons.
4. It is the responsibility of the Employer to assess the inherent risks and limitations of a given forest road at any given time and adjust their; training, monitoring, choice of driver, choice of vehicle or load, timing of use or other behaviours accordingly. The inherent risks and limitations of forest roads include, but are not limited to;
  - Steep grades, sharp corners, narrow road surface and reduced sight distance.
  - Reduced visibility due to smoke, fog, snow or dust.
  - Reduced surface traction due to snow, ice or moisture.
  - Radio assisted traffic control systems.
  - Roads not adequately maintained for industrial use.
  - Fallen trees, rocks, wildlife or livestock, recreational vehicles or other obstructions.
  - Meeting other vehicles unexpectedly.

<b>Follow the “3 C’s”:</b>	<b>Courtesy</b>	<b>Common Sense</b>	<b>Concentration</b>
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