

# Communicating Known Hazards and Assessing Road Risk Management System Document “D”

(May 1, 2017 - Prince George Forest Road Management Group)

**These policy documents apply to all forest roads in the Prince George District that are being maintained for industrial use and are outside of active cut blocks.**

1. It is the USER’s responsibility to report safety hazards to their employer.
2. 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 use 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.
3. 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.
  - Road Radio Channel (frequency) overlaps or conflicts.
  - Bridge repair or maintenance.
4. The communication of the known road hazards can be through either; information sign placement, road safety meetings, direct communication with affected users, advertising through the public media or flag persons.
5. It is the responsibility of the Employer to assess the inherent risks and limitations of a given forest road at a given time and adjust their; training, monitoring, choice of driver, choice of vehicle or load, timing of use or other behaviors 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 “3C’s”:</b>	<b>Courtesy</b>	<b>Caution</b>	<b>Concentration</b>
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Participating committee members:

