

Communicating Known Hazards and Assessing Road Risk

Management System Document “D”

(May 1, 2009 – Skeena Stikine (Bulkley) Road Safety Management Committee)

These policy documents apply to all forest road in the Skeena Stikine (Bulkley) Forest District 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 an either 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.
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.
3. The communication of the known road hazards can be through any or all of the following; 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 identify the hazards, assess the risks and limitations of a forest road and communicate the results. The inherent hazards 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.

Follow the “3 C’s”:

Courtesy

Common Sense

Concentration

Participating committee members;



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