



Also Serving – Interior Logging Association (ph 250-503-2199) & North West Loggers Association (ph 250-635-6801)

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Opportunities knocking

Plans for Highway 37 electrification, coupled with accelerating activity in mining and more oil and gas development in our region opens new doors to our sector too.

There are the obvious opportunities: Right-of-way clearing and road-building – and many others will emerge (some already have) that will create benefits to contractors and subcontractors.

It's a mind-stretch, but getting from logging and log-hauling for one or two forest companies to a related work in different sectors is possible. Quite a few CILA contractors and subcontractors all over the region are already doing it.

Without getting into names and places, CILA loggers and truckers have carved successful niche opportunities in logging for pipeline right-of-ways and Hydro transmission lines, in road and bridge-building for the Ministry of Forest and Range.

They are also working on road, sewer and water work for municipalities and First Nations bands, in varying stages of highway work for the Ministry of Transportation and Highways, in supplying trucking and other services to other resource sectors.

It takes research, backing, planning, know-how and – dare I say it? – a sense of adventure to pull it off, and the benefits are worth it.

Three big ones: A broader customer base, better equipment utilization and better retention of skilled workers.

For most, it begins with thinking about themselves as resource contractors, not just loggers and truckers.

And as more of our members begin this journey, remember: the CILA will be travelling right along with them.

Roy Nagel



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Hydro line promises open new doors

Prime Minister Stephen Harper announced this week that his government will put up \$130 million to help build a \$400-million hydro transmission line north from Terrace for 300 kilometers along Highway 37. If all goes according to plan, construction will start next spring. The idea has been around for two decades, and business development groups across the North have been pushing the concept for several years, and 18 months ago, Premier Gordon Campbell began the campaign to get federal commitment.

The province had earlier pledged help for the project, and the premier previously stated. “According to the Mining Association of BC, this project has the potential to attract \$15 billion in new capital

investments and create almost 11,000 jobs, as well as reduce greenhouse gas emissions by decreasing the reliance on dirty diesel-electric power for industry and communities in that region.”

Bruce Sutherland, Chair of the Northern Development Initiative Trust, a regional economic development corporation noted, “The tremendous potential for development of the northwest with a potential 10 new mines as customers and seven independent power projects delivering clean, green energy into the BC Hydro grid could generate up to 5,500 direct jobs and over 18,000 indirect jobs over the next several decades.”

“Although a number of these projects are at early stage and have a high degree of uncertainty about timing and scope of project development, one thing is certain -- without this announcement and a transmission line to deliver and receive additional hydro power, they will not happen. Potential capital investments of \$15 billion over the next couple of decades could be enabled by this strategic piece of infrastructure.”

The Province will invest an estimated \$10 million to immediately restart the environmental assessment process, and the project will also require private-sector investment to make it happen, according to federal government sources.



The Central Interior Logging Association's Weekly Log-Harvesting Industry Update

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Load cinch questions galore!

We've had several calls this week about truck inspections in Williams Lake and Quesnel, wondering about orders on cinches. So we contacted WorkSafeBC, and were told the following:

A binder cinch is a "load rated device". Under Sec 4.8.2b) if you're going to modify a load-rated device, it must be recertified. Welding a hook on the cinch is such a modification.

WorkSafe gives truckers three options: 1) change out your cinch; 2) get a manufacturer's letter guaranteeing the rating after the modification, or 3) get a separate rating from an engineer.

WorkSafe says it made enquiries to three cinch manufacturers, all of which said they would not guarantee the load rating after a cinch had been welded on.

More than 40 trucks were inspected during joint CVSE and WorkSafe truck inspections this week in Williams Lake and Quesnel. The main faults found by WorkSafe were cinches, loose items in the cab, bullboards (no tag, no engineers letter), and log book infractions. It's Brake Safety Week, so CVSE was concentrating on that... one truck had nine of 16 brakes out of adjustment.
