



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

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Tie-downs –solution near?

Log-haulers in some parts of central and northern B.C. have encountered problems with WorkSafe BC when they've had hooks welded onto tie-down locking handles to keep excess chain from dragging on the ground.

WorkSafe has said the welds compromise the breaking strength of the tie-down, leaving truckers with some awkward choices: Let the chains dangle, get the modified rigging certified, or try to find a supplier of the unit that has what they want.

Problem, is, nobody manufactures a locking handle that has a suitable chain hook on kit.

One area trucking contractor is investigating the possibility of having a design certified and then going to a manufacturer to get the pattern produced, which would hopefully resolve the current situation.

What he – and we -- need to know is how many truckers would be interested in acquiring sets of these new tiedowns, and at what price, if this project goes ahead. Call the CILA and we'll send you more information, including photos.

Lien process ruled valid

Thunder Bay loggers are gaining in their quest for payment for services they provided area mills last winter. When the mill went into receivership, one bank moved in quickly and tied up millions of dollars worth of log and chip inventories in the mill yard, preventing contractors from applying liens to protect their financial interests.

This week, an Ontario court ruled that the 26 Thunder Bay logging companies have a valid basis under the Ontario Forestry Workers Lien for Wages Act was argued as a valid basis to put liens the chips and pulpwood logs they harvested and delivered.

If a tree falls in the forest . . .

Every time there's a bit of discussion about ensuring that B.C.'s forestry-based communities, loggers and forest companies will have access to a more-stable timber supply, the rockets go off.

What should be a reasoned discussion about improving our collective future turns into an 'us and them' rant that the world as we know it is about to end.

The rhetoric bubbled forth again this week after news reports that industry needs to find new timber supplies to counter the impact of the mountain pine beetle on forest areas that have been logged over recent years.

It immediately mutated into accusations that the provincial government

wants to sidestep hard-won environmental protections, revisit land-use decisions made over past decades and start logging the blocks.

The province plans to establish commercial forest reserves, which Ken Wu of the Western Canada Wilderness Committee described as "guaranteed logging zones" on portions of Crown forest lands.

Sure – and what's wrong with that?

We've got guaranteed old-growth forest preserves, provincial parks, first nations land claim areas, municipal watersheds, assorted ecological, cultural and archeological protected areas, wildlife habitat and corridors, and off-limits forested land around streams that are home to little minnows.

It's high time our government moves ahead with staking out certain forested areas that aren't in some special color on the map – a commercial forest reserve -- and says loudly and clearly:

“This forested land has been set aside to help ensure that 10, 20, 50 and more years out, there will still be jobs, and income, and a reasonable quality of life for people, businesses and communities across the province.”

Forests Minister Pat Bell entered the discussion quickly, pointing out that protected areas are out of bounds for the forest industry despite the huge loss of timber to the mountain pine beetle. He also said opening up land-use plans is not an option.

But he's staying the course on establishing a commercial forest reserve for the future of our industry.

As Martha says, “and that's a good thing.”

Roy Nagel, Executive Director





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

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Road safety plan starts in the northeast

The South Peace Road Safety Committee was out of the gate first this week with its safety plan to standardize policies and procedures for resource roads in the region. The key safety changes include standards on road rules, roadside signs, road design, road maintenance, accident reporting, communication, and road hazard management. New radio-calling procedures are also being introduced, as well as 42 new resource-road radio channels, and there are standards for oversize loads. Similar safety plans supported by WorkSafe B.C. and the Ministry of Forests will put into effect across northern B.C.
