



2015/16
Forest Management Group
Contractor Safety Guidelines

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SAFETY COMES FIRST

Document Owner: FMG Safety Manager

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The policies, procedures, expectations and responsibilities outlined within this document are applicable to all contractors or consultants delivering wood to any Canfor mill, or working within any Canfor tenured operating area or using and Canfor administered road.

Safety Certification Expectations

Unless an exception applies, Canfor expects that all of its contractors and consultants will have a certified safety system in place if that contractor or consultant operates in the bush, for any period of time, within Canfor's operating area.

- Subcontractors to prime contractors or consultants must also be covered by a certified safety program, either their own or that of the prime contractor or consultant.
- Office only contractors or consultants are exempted from these expectations.
- Canfor recommends registration with BCFSC SAFE Companies, however, the following forms of certification may also be acceptable:
 - PIR / PIR II (Alberta Forest Products Association) – companies cannot hold a certificate of registration in BC, however, it may be acceptable if the company's BC operations pass an audit against that standard.
 - OHSAS
 - Construction Safety Network COR
- Canfor expects contractors and consultants to participate in Canfor safety initiatives and joint Woodlands/Contractor safety meetings.

Canfor staff requiring further details on certification requirements and possible exemptions please refer to the [“FMG Contractor Safety Certification Expectations”](#).

Emergency Preparedness and Response Plan (EPRP)

- Canfor Contractors:
 - In BC: must understand Canfor's EPRP booklet.
 - In AB: must maintain and understand their own EPRP booklet.
- All Contractors and Consultants must be familiar with the content of their most current EPRP and have a copy readily available for referencing.
- Regular emergency drills will be completed by contractors, Canfor may randomly initiate drills and participate as and where possible.
- A minimum of one drill is to be conducted annually, such as:
 - Fire response
 - Medical Aid
 - Accidental spills, and
 - Lost person
- Contractors will submit completed drill(s) and any action plans resulting for the drill to the company as requested.

FMG Transportation Safety Procedures

- All contractors, subcontractors and their employees including their service providers must be familiar with and have access to the content of the most current road safety information available as required according to their duties.
- Harvesting contractors, subcontractors and their employees including their service providers must be familiar with and have access to the most current version of the **“FMG Transportation Safety Procedures”**.

Personal Protective Equipment (PPE)

To help promote a culture of safety, **all contractors & consultants are expected to wear hardhats & hi viz vests when working anywhere outside of their vehicle.**

This requirement is not related to whether there are hazards present; it is required to enhance the user's visibility to others as well as protection from overhead hazards whenever outside of a vehicle. It is also a statement of how important safety is to Canfor and it is a condition of employment. This requirement is not intended to replace any more stringent PPE standards that may be present within a contractors/consultants safety program, it is a minimum standard.

As a minimum contractors must follow WorkSafeBC and Alberta OH&S acts and regulations.

In addition to the above requirements, contractors/consultants standard work procedures must consider the following, to ensure the safety of their workers:

- ATV/snowmobile helmets
- Safety toe footwear
- Eye protection
- Ear protection
- Chainsaw pants
- Gloves, and
- Other as required.

Possible exemptions:

- Mechanics & welders may be exempt from the hardhat requirement when they are actively working in tightly confined areas and provided there is no significant risk due to overhead hazards.
- Tree planting crews and/or silviculture field surveyors/assessors may be exempt from the hardhat and/or hi viz vest requirements when working in open cutblocks and depending on the certain circumstances to prevent heat exhaustion.

Prime Contractor Safety

Definition:

A Prime Contractor is a contractor that manages the safety at a worksite where two or more employers perform work at the worksite at the same time (multi-employer worksite).

Note: A worksite with only one employer present does not require a prime contractor until another party comes on site, such as a Canfor Supervisor, visitor, or another contractor.

In BC - Prime contractor responsibilities are as defined below by the Workers Compensation Act, Section 118 and Part 26 of the regulations:

The Prime Contractor by definition means in relation to a multiple employer workplace:

- 1) The directing contractor, employer and or other person who enters into a written agreement with the owner of that workplace to be the prime contractor for the purposes of this part of the act.
- 2) If there is no written agreement then the owner of the workplace is Prime Contractor.

The prime contractor of a multiple employer workplaces must:

- Ensure of that the activities of employers, workers and other persons at the workplace relating to

occupational health and safety are coordinated.

- Each employer of workers at a multiple employer workplace must do everything that is reasonably practicable to establish and maintain a system or process that will ensure compliance with this Part and the regulations in respect of the workplace.
- Each employer of workers at a multiple employer worksite must give to the Prime Contractor the name of the person the employer has designated to supervise the employer's workers at that Workplace.

In Alberta – Prime Contractor definition and responsibilities are as defined below by Section 3 of the Occupational Health & Safety (OH&S) Act and sections 7 (5) and 178 (2) and (3) of the OH&S Code.

Section 3 (1) “Every worksite must have a prime contractor if there are two or more employers involved in work at the worksite at the same time.

(2) The prime contractor for a worksite is:

- a) the contractor, employer or other person who enters into an agreement (highly recommended that this is in writing) with the owner of the worksite to be the prime contractor, or
- b) if no agreement has been made or if no agreement is in force, the owner of the owner of the worksite”

(3) ...the prime contractor shall ensure, as far as it is reasonably practicable to do so, that this Act and the regulations are complied with in respect of the worksite by an additional contractor...by establishing and maintaining a system or process that ensures compliance with this Act and regulations...

Section 7 (5) – A prime contractor must ensure that any employer on a work site is made aware of any existing or potential work site hazards that may affect that employer’s workers.

Section 178 (2) “A prime contractor must ensure that in accordance with the applicable requirements of Schedule 2, Tables 3 to 7, first aid services, supplies and equipment and a first aid room, are available at the work site suitable for the type of work site and the total number of workers at the work site.

Designation of Prime Contractor:

- In the situations of multiple contractor worksites, Canfor will designate the Prime Contractor during the Prework.
- Canfor staff will complete or refer to the ["FMG Contractor Safety Standards"](#) checklist in order to evaluate a contractor’s capability of assuming the role of Prime Contractor. This is necessary because prime contractor responsibilities originate with the owner and the owner must be diligent in transferring these responsibilities.
- Generally the first Contractor to commence operations at a Worksite will be responsible for management of safety at the Worksite while they are the only contractor operating at the Worksite – in this case prime contractor designation is not required.
- Prior to the commencement of operations by an additional contractor at a Worksite where a contractor is already carrying on operations, the contractor identified as a Prime Contractor during the prework will assume the responsibility of Prime Contractor at the Worksite.
 1. Ensure that the Prime Contractor agrees to manage the safety for the additional contractor(s) for the duration that the additional contractor(s) is active on the worksite.
- Prior to commencement of additional operations (initiated by Canfor) a signed written agreement must be in place which states:
 1. Which of the contractors is to be responsible for safety management and acting as Prime Contractor at the Worksite, and
 2. Ensure that the other additional contractor(s) agree to follow the safety procedures established by the Prime Contractor. Responsibilities are clearly understood by both parties.

General Safety Responsibilities of Prime Contractor or any contractor/consultant working on FMG operations:

The following are some key responsibilities for the Prime Contractor and for all contractors/consultants working at FMG operations:

- BC – WorkSafeBC “Notice of Project” commencement will be completed (and forwarded to WorkSafeBC) either by the Contractor/Consultant or the Company, as determined at the Pre work.
- Pre work meetings held; safety hazards are identified and communicated to all workers prior to commencement of work.
- Provide supervision on all worksites.
- Safe Work Procedure(s) in place, reviewed with all workers.
- All workers have access to, and use of, PPE suitable for the job.
- Documented safety meetings.
- First aid assessments completed.
 - Emergency first aid equipment and attendants are on site as per regulations.
- Documented and understood emergency response program.
 - Site specific evacuation plan developed.
 - Maintain documented evacuation plan for all workers on the worksite (to be reviewed by Canfor staff).
- Incident investigation process is in place.
- A documented workplace inspection program is in place.
- A documented working alone / check in system is in place.
- A documented general lock-out procedure, as applicable.
- Employee training process in place and documented.
- Appropriate signage on the worksite. (i.e. company name and contact name, applicable radio frequencies, instructions for accessing worksite).
- Provide documented site orientation for visitors or new contractors who arrive on the worksite.
- BC – meet or exceed all requirements outlined in the SAFE Companies Program and in WorkSafeBC regulations.
- AB – Meet or exceed all requirements outlined in the CORE certification program as well as OH&S Act & Regulations.

Signage for Contractor Worksites

Harvest / Road Contractor Worksites

- **When and where signage is required:**
 - For all phases of logging, road pre-development, road construction and/or deactivation and gravelling.
 - Must be erected prior to commencement of active operations.
 - Located at the front of or entrance to the contractor worksite
 - Cut blocks that can be accessed from multiple directions must have worksite signage at all access points.
- **Signage Standard:**
 - Worksite signage does not need to be professionally done, but must meet the required standards outlined above.
 - Warning sign indicating: “Active Logging” or “Active Operations”
 - Prime Contractor Name
 - Radio Channel and Frequency to be used when on the contractor worksite.
 - Radio Channel and Frequency listed on the back to be used when exiting the worksite onto a road.
 - Statement: “All visitors must contact Company Representative/Foreman prior to entering onto the worksite”

- Statement outlining PPE requirements (i.e. “All visitors entering the worksite MUST wear the following PPE: Hard hat, safety footwear and hi-vis vest).
- Here is sample of a sign that meets standard:



Silviculture Contractor Worksites

If a worksite is to be occupied for more than one day, it is the responsibility of the prime contractor to ensure the above requirements for signage are met. Signage policy is specifically required for all planting, manual brushing, msp, and spacing contracts.

Note: A worksite with only one employer present does not require a prime contractor, until another “party” (Canfor supervisor, visitor, or another contractor) comes onsite. Silviculture worksites will always have a designated “Prime” even though they may be the only contractor onsite in order to cover the requirements for the arrival of other “parties”.

Minimum Silviculture Signage Requirements:

Silviculture work signage does not need to be professionally done, but must meet these minimum signage requirements listed below:

- Prime Contractor name
- Radio channel and frequency to be used when on the contractor worksite.
- Statement: “All visitors must contact Company Representative/Foreman prior to entering onto the worksite”.
- Warning indicating: “Active Operations”.
- Statement outlining PPE requirements (i.e. “All visitors entering the worksite MUST wear the following PPE: Hard hat, safety footwear and hiviz-vest).

Layout, Cruising, and other Contractor Worksites

Given the highly dispersed nature of these worksites, signage requirements may not be feasible or relevant for these contractor groups. Please consult with your Canfor Supervisor in the event you feel signage for your worksite may be valuable or required.

Procedure for Accessing a Prime Contractor Worksite

The Prime Contractor is responsible for the safety of all individuals on their worksites including direct employees, subcontractor employees, truckers, service providers and visitors.

The Prime Contractor **MUST** conduct a site orientation with all visitors to their worksite.

Pre-planning

- The expectation is that the Prime Contractor is notified well in advance of planned visits and agrees to manage the safety of these individuals on their worksite.
- When able to do so notify the Prime Contractor owner or foreman if planning on conducting field visits to their worksites. Impromptu or unanticipated field site visits are acceptable without notification.
- Whoever requires access to the worksite is responsible to notify and coordinate with the Prime Contractor where employees or forestry consultants/contractors are planning on completing work on a Prime Contractor worksite. Examples of this include, but are not necessarily limited to: scheduling of cone pickers, completing cut block layout revisions, implementing productivity audits, and conducting field tours or workshops.

Accessing the Worksite

- Establish radio contact with the contractor site supervisor prior to accessing the worksite.
- Identify your name, organization, and reason for worksite access request. (identify if working on the worksite, or only driving through)
- Ask for any special instructions or orientation requirements for their worksite.
- All rules and procedures communicated to employees by the Prime Contractor's foreman or site supervisor must be followed.
- If no response is received, proceed with extreme caution onto the worksite be aware of crew and equipment working.
 - If only driving through the worksite, and no response was received on the radio, proceed with caution. If you encounter machinery on the road or roadside, you must get eye contact, or signal hand gestures to proceed by the equipment (both parties need to be aware of each other).
- Please indicate your plans over the radio on the posted site radio channel.

Driving on the Worksite

- Always expect the unexpected when driving on any active worksite.
- Drive at a slow rate of speed and watch for crew and equipment working.
- Establish radio contact with equipment operators and ensure that you have received confirmation to proceed.
- Never proceed past or behind any piece of equipment without ensuring the operator has signalled for you to proceed.
- Never proceed if you are unsure of the plan.
- Never drive under any raised equipment attachments (i.e. raised grapple on a butt n' top).

Approaching Equipment Operators on the Worksite

- Establish radio communication with the operator(s).
- Wait until the operator has parked in a safe location, lowered all attachments, and acknowledged safe to approach.

Leaving the Worksite

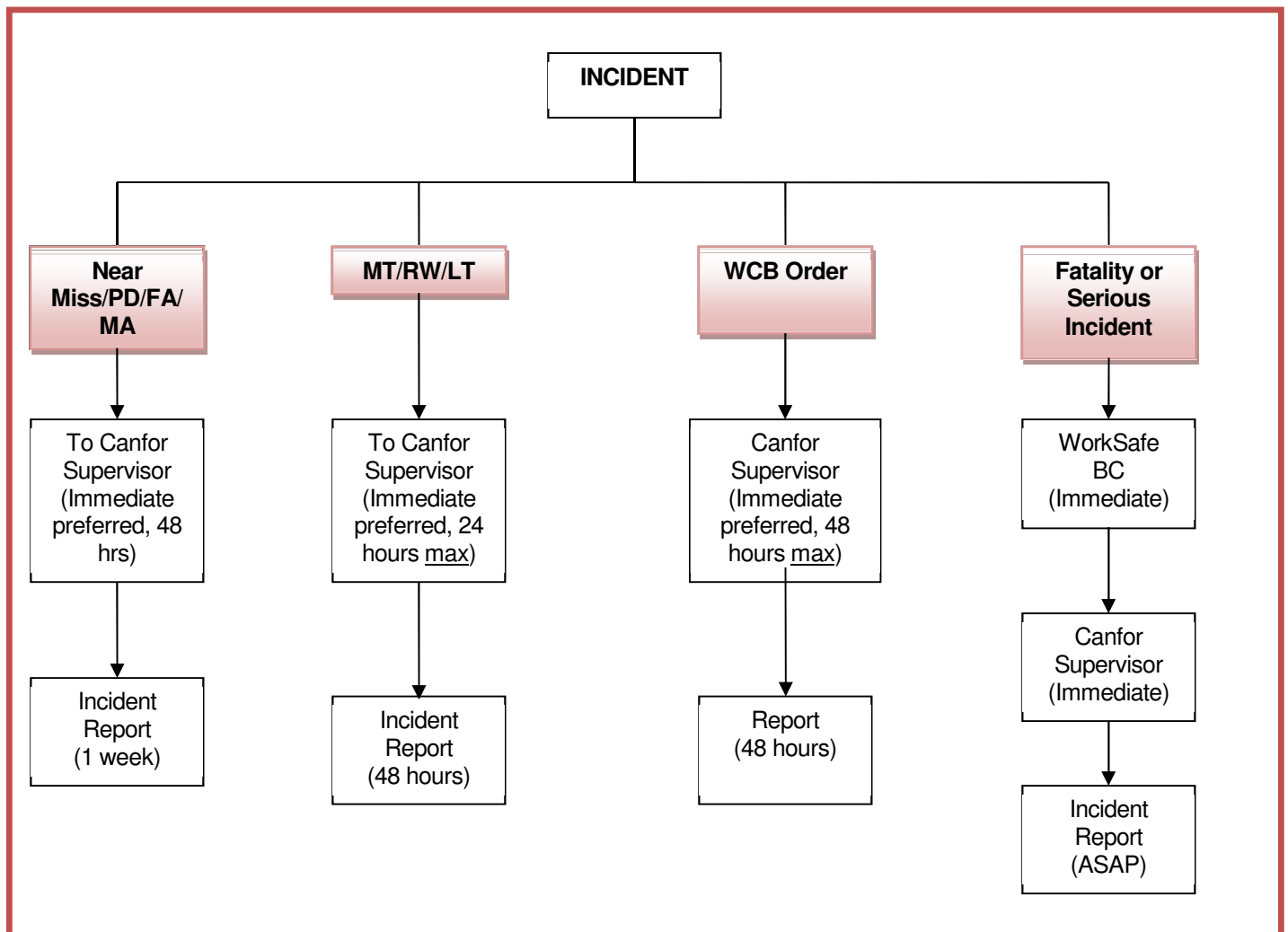
- Inform the Prime Contractor site supervisor of the when you have left their worksite.

Incident Reporting and Investigation

Incident Reporting

All contractors and consultants are responsible for **reporting all incidents and near misses to Canfor** and a follow up investigation must be carried out. All incidents involving subcontractors will be reported directly to the Prime Contractor.

Reporting of all incidents must be done in accordance with response flow chart below:



Definitions	Based upon FIAS (Forest Industry Advisory Service)
Incident	Includes all types of events listed in this table.
Near Miss/Close Call	Any form of incident that does not involve actual property damage or injury. (A close call). A near miss is where you had to react quickly in a way to prevent injury or damage or something happened in that moment that almost caused an incident.
Property Damage	Any form of incident that does involve property damage regardless of \$ value.
Injury – First Aid	Any form of Injury treated by a qualified First Aid attendant, including self-administered.
Injury – Medical Aid	Any form of Injury requiring a visit to a DR, but no medical treatment provided.
Injury – Medical treatment	Any form of Injury requiring a visit to a DR, and medical treatment is provided.
Restricted Work	Any form of Injury in which the employee is able to return to work, but cannot perform normal duties, and must participate in modified work.
Lost Time	Any form of Injury in which the employee is unable to return to work.
Fatality	Any form of incident that causes loss of life.
Serious Incident	<p>As per section 172 of WorksafeBC or Section 18 of the Alberta OH&S.</p> <p>Work Safe BC Notification Requirements - Section 172 – Notification of Certain Accidents.</p> <p>Contractors and consultants must immediately phone to report the following types of incidents to Work Safe BC emergency / accident line whether or not an injury has resulted:</p> <ul style="list-style-type: none"> • Any incident that kills, causes risk of death, or seriously injures a worker; • Any blasting accident that results in injury, or an unusual event involving explosives; • A diving incident that causes death, injury, or decompression sickness requiring treatment; • A major leak or release of a dangerous substance; • A major structural failure or collapse of a structure, equipment, construction support system, or excavation; or • Any serious mishap or incident

All incident reports must contain the following minimum information, and be submitted on an acceptable incident investigation form to the company:

- The place, date and time of the incident
- The names and job titles of persons involved in the incident
- The names of witnesses
- A brief description of the incident
- A statement of the sequence of events which preceded the incident
- Identification of any unsafe conditions, acts, or procedures which contributed in any manner to the incident
- Root Cause Analysis
- Recommended corrective actions to prevent similar incidents
- The names of persons who investigated the incident

- Sketches and photos can be of assistance, but are not required.

Canfor Staff expectations

Canfor supervisors are expected to follow the requirements outlined in the “[FMG Abnormality Escalation Process](#)” regarding notification timelines for contractor incidents and near misses.

It should be noted that in some cases this will require an initial entry into the safety pages program prior to receiving a full investigation from the contractor.

Vehicle Identification Number (VIN) Plate Policy

Policy:

All Canfor contractor and consultants driving on Canfor Woodlands logging roads must have unique VIN number plate that conforms to the specifications below, on their vehicle. This policy applies to the following road users – logging trucks, fuel trucks, harvest contractor employees, gravel trucks, silviculture contractors, lowbeds, forestry contractors, etc. Signs should be kept clean so that they can be read easily.

Purpose:

To make all drivers more accountable for their driving behaviour on the logging roads.

Standard:



Company Name (CANFOR): Minimum of 3.8cm (1.5”) tall lettering
 Use Universal Font
 No more than 6 letters in the name/company acronym (LTN)
 Name must be centered
 Letter colour should be distinct from background colour

Company Number (252): Minimum of 12.7cm (5”) tall numbering
 Use Universal Font
 No more than 3 numbers
 Numbers must be centered

Sign Specifications: Aluminium with .063 thickness (12 gauge)
 3m engineer grade reflective vinyl background 3200 series
 7-year durability – not to apply wet
 Plate width is 10 or 12 inches wide (depending on letter in company name)
 Plate is at least 9.5 inches tall
 ~1 inch between bottom/top and letters/numbers
 ~1 inch between company name and number

Location of Signs: Signs must be located on front of vehicle.
 Locate either on top of licence plate, or attach to grill or bumper.
 VIN must be on middle to driver’s side of vehicle.

Other pre existing VIN plates may be approved on a case by case basis by the Operations Superintendent. Key requirements are that the VIN and contractor information are clearly visible.



Example of the correct sign location for pickups, which meets the requirement.



Trucks need to place VIN number anywhere within shaded/cross hatched area of diagram to meet requirement.

Safety Communication Systems

Contractor supervisor can use the appropriate forum outlined below when required.

Block / Project Specific Pre-works

- Review of all known hazards and discussion of how to react if new hazards are encountered
- Expectations
- Deliverables
- Site-specific conditions

Canfor Supervisor

- Raise issues/concerns directly with your Canfor Supervisor.
- Report all near misses and other incidents to your supervisor

FMG Safety Manager

- Safety audits
- Safety Alerts
- Safety policy/procedure updates

Canfor/Contractor Safety Meetings

- Review of contractor incidents and near misses
- Provide a forum to raise safety issues and further create actions to ensure concerns are deal wit
- Review Safety Alerts
- Review trends from road safety monitoring

Road Maintenance Committee

- Road maintenance or other road safety issues
- Seasonal road maintenance requirements and standards
- Coordinate hauling activities on multi-user roads.
- Analysis and assessment of requirements

Silviculture & Harvest General Pre-works

- Annually at the beginning of each operating season.

Safety Comment Box

- One will be available at each scale site for individuals to submit any SAFETY concern.
- Each concern submitted will receive a response.

Road Safety Supervisor

- One will be present at each of Canfor's Operating Areas (see specific section below for further details).

Near Miss / Road Concern Hotline

- One will be present at each of Canfor's Operating Areas (see specific section below for further details).

Road Safety Monitoring Program

Program Goals

- Increase the overall safety awareness on our roads through educating and communicating with road users;
- Positively influence change in personal driving behaviours and create safety attitudes; and
- Assist in achievement of the goal of eliminating incidents and injuries on our forest roads.

Authority

The Road Safety Supervisor has been instituted to increase the overall safety awareness on resource roads through education and communication with road users. Road users are expected to stop at the request of the Road Safety Supervisor.

Major Duties

- Maintain an active presence on Canfor hauls roads and provide an avenue of communication for road users;
- Immediately take corrective action if an unsafe act is being committed. Report unsafe act to the appropriate contractor, the Canfor Supervisor and the Safety Coordinator;

- Document concerns raised through discussions with road users and communicate these to the Safety Coordinator;
- Communicate any road maintenance issues to the Canfor Road Maintenance Supervisors;
- Participation in incident and accident investigations as required;
- Monitor and track results of compliance with radio calling procedures and speed;
- Participate in Canfor/Contractor Safety Reviews.
- Provide monthly summaries of monitoring activities.
- Promote awareness of issues and concerns observed.
- Participate in Road Maintenance Committee meetings;
- Involvement in safety awareness sessions at mill scale yards and on logging roads as may be required;
- Act as a resource for contractors for safety awareness programs and expectations if requested;

Road Safety Monitoring

- **Speed**
 - Record the speed and instances where road users are driving too fast for road conditions.
- **Compliance with the Road/Radio Calling Procedures**
 - Monitor compliance of road users to the rules of the road and radio calling procedures.
- **Compliance to FMG Transportation Safety Procedures**
 - Document all instances where road users are in non-compliance to the FMG Transportation Safety Procedures.
- **Incident Reporting**
 - Follow incident reporting and investigation procedures.
 - Notify the Safety Coordinator of any incident or near miss witnessed or made aware of involving Canfor and contractor staff.
- **Violence in the Workplace**
 - Immediately report any incidents of threats or violence in the workplace against themselves or against other road users.

Near Miss/Road Safety Concern Hotline

This is an example of one:



Goal: Eliminate accidents on our logging roads.

Purpose:

1. Increase the opportunities for near miss reporting so that action may be taken to prevent incidents and accidents from occurring on our logging roads.
2. Provide an anonymous forum to communicate near miss incidents and road concerns to Canfor for all road users operating areas.

Procedures

- Intended for and will only accept safety-related issues.
- Near misses or road concerns are phoned into a third party answering service. Canfor employees are not involved in the recording information.
- Answering Service asks a standard list of questions to accurately record information received.
- Callers will be asked to provide specific locations of safety concerns, problems or near misses.
- Answering Service forwards near misses and road concern calls immediately through email.
- Callers have the option of leaving their name and phone number or provide information anonymously.

- Canfor will review all reports and actions may involve:
 - Track incidents to establish trends and further inform road users.
 - Address specific reports and trends once they are identified;
 - Prepare Hazard Alerts of potential issues that will be sent to road users;
 - Investigate serious near misses and accidents.
- Zero tolerance for profanity, vulgar language, or threats. Operators will terminate calls under these situations.
- Collect calls will not be accepted by the answering service.

What shouldn't be reported to Near Miss/Road Safety Hotline?

- Road maintenance services.
 - These requests should be forwarded directly to Canfor personnel or channelled through the contractor foreman/supervisor and owners.
- Accidents, first aids and medical aids.
 - Follow incident reporting and investigation procedures outlined in this document and/or in the EPRP.

Reporting and Dealing with Unsafe Acts

Unsafe acts are considered either high or low hazard activities and treated individually. Unsafe acts observed by Canfor staff will be documented and actions will be forthcoming; which may include stop work orders.

It is a requirement for all Contractors and Consultants, when observing Unsafe Acts, that these are properly dealt with and reported to Canfor.

An “unsafe act” is any act that puts the worker or other workers in imminent danger of being injured.

- Immediately address the unsafe act with the worker involved;
- Immediate correction of the unsafe act by the Prime Contractor, subcontractor or consultant.
- Immediately notify the Prime Contractor foreman or supervisor of the worker(s) involved in the act observed;
- Record and document the act observed and individuals spoken to.
- The contractor or consultant foreman or supervisor will be required to follow up with the worker(s) regarding the unsafe act.
- Depending upon the severity of the unsafe act, the company may request an action plan outlining the steps taken to resolve the issue and prevent any reoccurrence.
- Repeat unsafe acts occurring with the same employee or by the same contractor will require an action plan submitted to the company outlining the steps taken to resolve the issue and prevent any reoccurrence.
- A “Near miss” and an “unsafe act” may be the same event.

Examples of Unsafer Acts
Observed drugs or alcohol use in the workplace or impairment.
Violence in the Workplace (verbal threats and/or physical abuse).
Driving in unsafe and reckless manner (This will only be considered when supported by evidence such as road safety monitoring).
Not wearing seatbelts in vehicles.
Not following radio-calling procedures.
Obvious unsafe loads (i.e. grossly over height , grossly overweight , shorts on the top of the load, logs sticking outside of stakes, etc.).
Working on equipment not properly locked out.
Working under live booms on equipment.
Improper transport of equipment (loading heavy equipment sideways on low bed, heavy equipment not tied down on low bed).
Improper position of driver during loading (wrapping load up while truck is being loaded).
Load not secured as per Log Transportation Procedures sign off.
Removing wrappers at scales without load being secured - not utilizing unwrapping station.

Equipment working on obvious unstable ground or ground too steep for machine. (i.e. rubber tired skidder >35%; crawler tractor, feller buncher or excavator >40%). Worker not following contractor's safe work procedure for operating on steep ground.
Lack of chainsaw safety equipment.
Lack of ETV and emergency first aid requirements.
Using equipment or tools with missing or inadequate guards.
Obvious dangerous situations where people are working too close in proximity to mechanical equipment that places them in imminent danger of being hurt.
Not following PPE Policy (hard hat, hiviz-vest, footwear, protective eyewear).
Not wearing seatbelts in mechanized equipment.
No Active Logging or Frequency Sign on jobsite which contractor is responsible for.
Bridge delineators, bridge approach signs and bridge fasteners not in place prior to hauling; applies only to bridges that contractors are responsible for.
Using machines or tools improperly.
Danger trees not felled or a risk assessment has not been undertaken to assess danger trees.
Mechanized equipment working too close together (minimum two tree lengths).
Lack of Sign off on Canfor Log Transportation Road/Hauling Safety Procedures by loadermen, log trucks, or low beds.
Over height loads, Over weight loads.

Contractor Management

All Canfor contractors and consultants may undergo an annual or seasonal performance evaluation.

Evaluations will have a component that concentrates on key performance indicators directly related to safety. Some of these items may include:

1. Review and analysis of safety statistics (near misses, medical aids, etc) with emphasis on continual improvement.
 2. Review of the health and safety issues identified in audits and inspection reports completed by Canfor staff.
 3. Review of changes in contractor activity or size, which may affect safety plans or performance.
 4. Request feedback from contractor on concerns or suggestions around safety performance.
 5. Review performance of prime contractor duties where applicable.
 6. Review of adequate Supervision for worksite.
- Evaluations provide feedback on contractor performance, and thus ensure that contractors are continually improving their performance in terms of quality, production, and safety.
 - The expectation is that contractors continually improve their safety programs, and reduce the number of incidents and injuries.

Contractor Monitoring and Inspections

Monitoring and inspections will occur at a frequency determined by site specific level of risk.