



SAFER Recognizes the Passing of Ralph McGinn



It is with great sadness that we announce that Ralph McGinn, WorkSafeBC's Board Chair, passed away suddenly on May 11.

"I am deeply saddened by the sudden passing of Ralph McGinn. He was a man of integrity, who had a joy for life and a commitment to leave the world a better place.

"Ralph cared very much about the safety of workers, and over the span of a long career, he was ambitious and energetic when it came to protecting those in the workplace. Ralph's legacy spans the globe — he made a tremendous difference in mining safety, health and environmental protection as far away as Australia, South America and Africa.

"Closer to home, Ralph held many leadership roles at WorkSafeBC. One of his greatest achievements was overseeing the revision of B.C.'s Occupational Health and Safety Regulations, which came into effect in 1998. His work resulted in systemic improvements that we still benefit from today. It was this leadership in workers' compensation that led me to appoint him as chair of the board of directors of WorkSafeBC in 2017, where he was driving work to achieve our vision to make workplaces the safest in Canada. I appreciate his dedication to this goal, which I commit will continue.

"On behalf of the Ministry of Labour, I offer my heartfelt condolences to his family, friends and all his colleagues who are mourning his passing. Ralph will be missed."



Harry Bains, Minister of Labour, issued this statement on the death of Ralph McGinn, board chair of WorkSafeBC

Coming Events

July 13– 26, [Pacific Coast University Disability Management](#). On line
October 08, [WorkSafeBC Human Factors Investigations](#), Richmond BC

COVID-19 and Returning to Safe Operation

WorkSafeBC recognizes the importance of worker safety as businesses look to resume operations following COVID-19 related work stoppages or interruptions. The following materials provide employers with information and resources to assist them in ensuring the risk of exposure to the virus that causes COVID-19 is minimized at their workplace.

Employers are required to develop a COVID-19 Safety Plan that outlines the policies, guidelines, and procedures they have put in place to reduce the risk of COVID-19 transmission. This plan follows the six steps outlined below. Employers must involve frontline workers, joint health and safety committees, and supervisors in identifying protocols for their workplace.

Employers are not required to submit plans to WorkSafeBC for approval, but in accordance with the order of the Provincial Health Officer, this plan must be posted at the worksite. During a WorkSafeBC inspection, we will ask employers about the steps they have taken to protect their workers or to see the plan if it has been developed. To learn more, read [Inspections during the COVID-19 pandemic](#). [For more information](#).

SAFER Interviews Wolfgang Zimmermann on COVID 19 and Disability Management



With the issues regarding the COVID 19 pandemic, including many that we don't even know about SAFER felt it would be timely to sit down with Wolfgang Zimmermann. Wolfgang is the President of the Pacific Coast University for Workplace Health Sciences. As well, Wolfgang is the Executive Director of the National Institute of Disability Management and Research (NIDMAR), established some 25 years ago by a significant group of employers, unions and government representatives. To view the interviews go to the [SAFER website](#).



HAZARD ALERT

Injury: Lacerated arm

Industry: Forestry

Core Activity: Integrated forest management

Location: Lower Mainland

Date of Incident: 2020-May

A worker was clearing out the brush of a cedar tree using a chainsaw. The saw contacted a branch and kicked back, striking the worker. The injured worker was transported by helicopter to the base of the operation, where an ambulance was waiting to transport the worker to hospital.

Injury: Close call

Industry: Manufacturing - Wood & Paper Products

Core Activity: Pressed wood product manufacture

Location: Interior B.C.

Date of Incident: 2020-May

A fire occurred on a conveyor, causing significant damage to a vent stack. The local fire department responded and extinguished the fire.

Injury: Close call

Industry: Forestry

Core Activity: Cable or hi-lead logging

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2020-Apr

A loaded off-highway low-bed truck carrying a line loader contacted and brought down all three phases of a 138 kV power line. A two-pole cross-member structure was severely damaged.

Injury: Close call

Industry: Forestry, Transportation

Core Activity: Integrated forest management / Tugboat service

Location: Interior B.C.

Date of Incident: 2020-Mar

Two workers on a tugboat (30 feet long, 4 tonnes) were positioning a floating raft of logs. The tugboat became unstable and sank. The two workers were not injured and were rescued by co-workers.

Injury: Fractured arm

Industry: Forestry

Core Activity: Manual tree falling and bucking

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2020-Mar

A faller was removing dangerous trees in a silviculture block before scheduled thinning activities began. The faller had completed the falling cuts on a dangerous tree and was travelling down the escape trail when a limb struck his upper body. The faller received first aid on site, and was then transported to hospital by ETV (emergency transport vehicle).

Update Cab Guard Design Project

SAFER is working with the University of Oregon on researching logging truck cab guards and how they can be better designed to be more effective in protecting logging truck drivers.

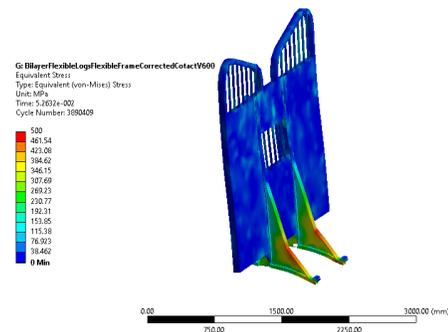
The project team started work in February. They completed constructing the finite element model (FEM) of the existing cab guard design provided by a manufacturer of cab guards prior to being held up with the COVID 19 pandemic.

With a simple model of a log load, the results indicated the vertical members are not the weak point when considering deformations up to the point that the guard contacts the cab. The critical member is the foot, which is the beam that is bolted to the frame. This result was expected, which means the model is looking good.

The research team plans to work on the following:

1. to find the decelerations that result in the load shifting and deforming the guard to the point the guard contacts the cab (i.e. top of the guard moves 10 inches forward),
2. determine whether these decelerations are in the expected range for accidents and whether the foot is still the limiting structural element, and
3. evaluate a variety of modifications to the guard and compare the stress field in the foot to the existing design for a given deceleration.

Funding for the project comes from WorkSafeBC's Innovation at Work (IAW) research grant program.



*Figure 1, Stress field for existing guard design when displaced 10 inches

If you have ideas for SAFER please discuss with one of the SAFER Council Board Members:

- Co-Chair-Pat McGregor – USW, Local 1-423
- Co-Chair-Grace Cox – Canadian Forest Products
- Al Biekse– USW, Local 2009
- Derek Nelson– Western Forest Products
- Glen Cheetham – USW, Local 1-1937
- David Murray – Gorman Brothers
- Doug Wood – USW, Local 1-405
- Steve Trommel - Teal Jones Group
- Ed Kent – USW, District 3

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