

**Neudorf, Leley**

---

**Subject:** FW: SPAM: Your submission has been received - #070502

-----Original Message-----

From: WorkSafeBC [mailto:prevweb@worksafebc.com]

Sent: Wednesday, June 06, 2007 8:23 AM

To: kmorran@finning.ca

Subject: SPAM: Your submission has been received - #070502

Your submission has been received.

-----  
Submission ID: P09.ND6.QJ2.LY8

Part 4: General Conditions, relating to working alone or in isolation

1. Name: Ken Morran, CRSP

(a) Feedback is provided: on own behalf

Organization: Finning (Canada) Job Title: EH&S Advisor

(b) Feedback is provided: from an employer's perspective

2. E-mail: kmorran@finning.ca

3. Feedback:

Section #:4.20

Comments: One circumstance of working alone is driving on the public highways. What arises is the evaluation of "where assistance would not be readily available".

Without clarity in this section, is the intent that all people travelling on business will be expected to establish a reasonable interval of contacts every time they leave their place of employment on business?

4. Please indicate your level of support of the proposed amendments:generally neutral

5. If you agree or disagree with the proposed amendments, please provide reason(s):

Section #:4.20

Comments:

Although we generally agree with the concept of checking in when working alone, we are not so sure that it is necessary for people travelling alone on public highways. The troubling part is assessing "where assistance would not be readily available". For instance, last evening I drove between our Williams Lake branch and my home in Kamloops.

We advocate and require a check-in system when our people are on lesser travelled roads and back-country. We also require it during adverse weather or road conditions.

It is all a matter of where to draw the line. As is, where does one reasonably assess that assistance

is not readily available; at the town limits; beyond the gate of the place of employment?

Thank you  
Ken Morran, CRSP