Saunders will mostly miss ‘the people’

44 years with company and last 13 with trucking

After 44 years with PCA and predecessor Boise Cascade companies, Debbie Saunders is hitting the road.

From her first job in 1973 to her final duties running BCT’s Logistics operations, she says “The people made it good.”

Typical of Debbie over the years is that her last days were spent trying to be sure she passed on as much information as possible to those who will follow her.

“I’m trying to make sure everyone knows what they need to know,” she said.

Debbie had moved to LaGrande with her husband Tim in the early 1970’s so that he could attend college on the GI bill. He had finished his Air Force Service and was working with Boise Cascade particleboard plant while she worked for the local school district.

It was about that time that companies were required to consider and hire women for jobs that had previously been held only by men. So, in 1973, when the chance to earn $3.77 an hour compared to $1.95 at the school district...Debbie applied.

She became a “pond monkey” in Elgin moving logs in the mill pond.

There were no rest room facilities for women so she had to use main office facilities. Getting to know people there helped her move to an admin job when the opening arose.

When Tim’s job took him to Portland, Debbie secured a position with Wood Products Division and later the Paper Division.

“I just followed Tim around,” she said about her next move, to the Tacoma area where she (Continued on page 5)
Minor accidents raise July AFR

Two minor but preventable accidents in July gave the month an Accident Frequency Rate of 1.98, according to the monthly report from Randy Bailey, Manager of Driver Services and Safety.

“These were minor in nature and dollar amount,” Bailey said. “But still a lot of opportunity for improvement.”

For seven months of 2017, company and leased trucks have travelled 7.2 million miles with 11 preventable accidents and a year-to-date AFR of 1.51.

ACCIDENT FREQUENCY

<table>
<thead>
<tr>
<th>Month</th>
<th>Preventable Accident</th>
<th>AFR**</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>0</td>
<td>0.00</td>
</tr>
<tr>
<td>February</td>
<td>3</td>
<td>2.93</td>
</tr>
<tr>
<td>March</td>
<td>2</td>
<td>1.69</td>
</tr>
<tr>
<td>April</td>
<td>2</td>
<td>1.97</td>
</tr>
<tr>
<td>May</td>
<td>2</td>
<td>2.06</td>
</tr>
<tr>
<td>June</td>
<td>0</td>
<td>0.00</td>
</tr>
<tr>
<td>July</td>
<td>2</td>
<td>1.98</td>
</tr>
<tr>
<td>TOTALS</td>
<td>11</td>
<td>1.51</td>
</tr>
</tbody>
</table>

*Any accident in which our driver failed by defensive driving to do everything reasonable to prevent the accident.

** The number of preventable wrecks per million miles of travel.

Last day for Debbie — A lunchtime sendoff ended the lengthy career of Debbie Saunders, pictured with Operations Manager Mike Hayes.

Welcome to new and returning drivers who have joined the ranks of BCT, Inc. and Boise Trucking Operations during the past month (by publication deadline)

Andre Charbonneau of Washougal, Washington July 21 as a returning driver for Owner Neb Mavrak.

Steven Horvath of China Spring, Texas July 5 as a new CTC driver at Waco.
Room to improve safety and service

Safety
After posting goose eggs in the Accident Frequency Rate (AFR) column last month, we took a step backwards in July. We had two preventable accidents while traveling 1.01 million miles, resulting in an AFR of 1.98. Fortunately, both preventable accidents involved hitting fixed objects at low speeds with no injuries and minimal damage.

Year-to-date, 72% of our preventable accidents have involved colliding with fixed objects at customer locations and all have been 100% preventable. Don’t let rushing, frustration, fatigue or complacency get the best of you.

If you are maneuvering in unfamiliar surroundings, approach slowly while scanning area and when in doubt, get out and look. At low speeds, it is easy to stop, activate flashers and perform visual scan before making a tight maneuver or pull under an awning.

Along the same lines, on the personal safety side, our last three OSHA recordable incidents all involved slips, trips or falls. All involved letting rushing, frustration, fatigue or complacency get the best of us.

Bottom line, be aware of your surroundings and keep eyes and mind on task both in and outside of your cab.

Service
July on time delivery performance was a mixed bag. Overall performance was close to target and we outperformed competition, but Office Depot performance was less than stellar. We failed to meet their targets for both on time to the day (98.5%) and to the appointment (97.7%) as indicated in the table below.

The bulk of our missed appointments occurred in the Los Angeles basin (unforeseen traffic issues). We have moved up start times for our Industry dedicated drivers as of July 21st to resolve.

The three late deliveries to the day were all of Jackson mill origin and all involved owner operator breakdowns. We continue to look for trends to fully address this issue.

Table: OTD Performance BCT vs. Competition

<table>
<thead>
<tr>
<th></th>
<th>All WP Customers OTD/ Appmt</th>
<th>All WP Customers - OTD/Day</th>
<th>Office MaxOTD/ Appmt.</th>
<th>Office Max-OTD/Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>BCT, Inc.</td>
<td>94.1%</td>
<td>98.5%</td>
<td>92.7%</td>
<td>96.9%</td>
</tr>
<tr>
<td>Core Carriers/3PL</td>
<td>91.1%</td>
<td>96.4%</td>
<td>93.9%</td>
<td>97.5%</td>
</tr>
</tbody>
</table>

Our children and grandchildren will be returning to school in less than a month. Spend some quality time with them before the summer ends.

Other
Vendor compliance programs (think Office Depot) are here to stay. Found this article in July issue of Logistics Management:

Effective August 1, Walmart will officially begin its formal rollout of multiple changes to its on time delivery standards for its suppliers that have the potential to significantly impact how these thousands of suppliers approach its supply chain and logistics processes with the retailer.

Walmart is going to require its suppliers (shippers) to meet a two-day shipping window instead of its previous four-day window, as well as up its required compliance rate from 90 percent to 95 percent.

In a corporate blog posting, Walmart said that for non-compliant deliveries, its suppliers pay a fee of 3 percent of the cost of goods of all non-compliant deliveries, which has been in effect since 2010. The 3 percent “tax” also applies to suppliers when less than 95 percent of merchandise cases are received within the must arrive by date (MABD) delivery window. But suppliers are not charged it they cancel purchase orders prior to the MABD.

The impetus for these types of changes over the years, according to Walmart, is part of an effort to “streamline its supply chain and cut costs,” adding that “stores are no longer acting as warehouses, with too much inventory in back stock rooms or in trailers behind stores. Walmart wants merchandise to arrive in stores just in time to restock shelves and serve customers.”
It's time for a reminder about accident reporting rules for BCT Owner-Operators and company drivers according to Randy Bailey, Manager of Driver Services and Safety.

“Over the past few weeks we have been seeing accident reports and pictures coming in several days after the incident,” Bailey said.

“Our company policy and insurers require that accidents be reported soon after an event and that accident report forms be filed within 24 hours,” Bailey said.

Bailey noted that there may be driver duties at the scene of an accident that require immediate attention...like getting help for those who may be injured and protecting the area by putting out warning triangles.

“High on the list of things that must be done are calling the accident reporting line (1-800-544-5989, extension 2).

Bailey said that it would be a good idea for drivers to enter that line on their phone contact list to make the number easy to find.

All drivers must have an accident packet with them in their trucks. Directions on the packet cover the steps drivers must take following an accident of any kind.

Taking good photo of the accident scene (vehicles involved from all angles, the roadway, signage, all damage, etc.) is important. Digital photos from your phones that are sent directly to BCT are an excellent way to help show what happened. Send those to: JanRohr@PackagingCorp.com

Reporting must happen even if it is a minor incident, animal hit, or anything where damage has occurred … “no matter what time of the day or night.”

Bailey said it is equally important that accident form be filled out completely. He said incomplete information makes it more difficult for BCT and our insurance company to deal effectively with the accident.

Report all accidents immediately and fill out reports completely

Working safe all day means getting home safe to enjoy family for Wallula mechanic Frank Escamilla, pictured here enjoying his granddaughters Charlotte and Shade.

Live safe and work safe to get home to enjoy those who love and depend on you!
Debbie retires

(Continued from page 1)

worked as a warehouse shipping supervisor.
That’s where she first worked closely with now BCT General Manager Dan Bernert. He went to Tacoma to manage the trucking terminal in the mid-1980’s.

When her husband moved to a new job with BMD in Boise, Debbie followed and landed another Boise job. This time she worked for Containerboard Sales as a customer service representative to the DeRidder Mill.

There had been previous attempts to lure Debbie to trucking under previous BCT managers. It was in 2004 when she finally decided to make the move. “Little by little Dan wore me down,” she said.

Most of her trucking work was as a dispatcher and load planner but the early days were rough. She thought: “What the hell did I get myself into?”

She credits her success to working closely with Load Planner Marv Shimatsu, who is now retired. “Without Marvin, I wouldn’t have survived,” she said.

Not only did she survive, but she made a strong impact on many she worked with over the years (See tributes that follow the story).

Since Tim retired three years earlier, the Saunders are now free to hit the road in their motorhome. Plans include travelling the US and staying in Arizona during the winter. They hope to spend time in Alaska during the summer.

But family will keep them tied to the Boise area where their four grandchildren live as well as Debbie’s 87-year-old father.

There was a retirement dinner held for Debbie in DeRidder and one in Boise before the final send-off at the office August 4.

Tributes to Debbie

From Nick, Ken Rosa and Alene of The DeRidder Mill Shipping Department:

There is no one word to describe Debbie, so we will start with Efficient. We found Debbie to be so well-organized, proficient and professional in the managing of her loads that it wasn’t possible for her to have made many oversights in her transportation career.

Detailed – another word to describe Debbie. Anyone who ever received an email from Debbie knows exactly what I mean when I say “detailed”. Debbie left very little to question in whatever issue or message she was trying to relay.

Psychic–another word. Amazingly enough, Debbie could sense when one of the machines in DeRidder was down before we could.
She watched production so closely for the completion of her loads that if she noticed the lack of produced tons, she was contacting us. And, of course, Debbie was correct, the machine or winder were in fact having issues. She not only did her job, she helped do ours!
Seriously, Debbie has been a pleasure to work with over the years and we will all miss her greatly! Debbie, we wish you the best in all you do and wish you a wonderful retirement filled with joyous days with your family and traveling to new destinations. Please keep in touch.

From Shana Freeman
BCT Load Planner

I first started working with Debbie while in Newsprint sales in 2013. She had a reputation as THE one who could make on time deliveries happen, and whenever we were in a bind, someone would suggest calling Debbie and her fleet to the rescue.

In 2014, I had the pleasure of moving over to trucking and sitting right next to Debbie. Debbie
More tributes

(Continued from page 5)

gave me some wonderful advice when I started as a load planner, and I still frequently have “What would Debbie do?” moments as I try to live up to the high standards that she has unknowingly and effortlessly implemented in the minds of our managers. She will be missed dearly!

From Mike Hayes
Operations Manager

I worked with Deb ever since she came over to Trucking in 2004. She was an excellent coworker; totally dependable, thorough, and conscientious. No matter how bad things blow up, as they do in Trucking, she kept her composure and carried on. Deb was willing to get in the mix, take responsibility, make decisions and live with the results. I really respect and admire her for that.

What I’m really going to miss though, are Debbie’s people skills. She is a great communicator and was always checking on her coworkers and drivers wellbeing. She would clue me in if someone was upset, or had some health issues that may affect their work. It’s very obvious she cares, and I will miss that.

Good luck Deb, maybe we can meet in Seattle one of these days for a Raider game. -Mike

From Conda Spellman
BCT Executive Assistant

I’ve worked with Debbie for a good part of the 20 years I’ve been with the company and I’ve enjoyed every minute of that time.

Debbie is the ultimate team player, always going above and beyond. You’ll never hear her complain when she handles the dispatch and customer service lines all by herself when others are out of the office. She just jumps in and gets the job done. Talk about dedication.

The drivers and customers all think she’s the greatest. She takes the time to talk to each one of them and has a way of making them all feel important and appreciated. I can honestly say I have never heard her get upset and blow up at anything or anyone. The most I’ve heard is “darn, he was cranky”.

As an employee and on a personal level, her integrity and work ethic is unmatched.

She has been an integral part of Trucking and will be missed by everyone. I look forward to her coming back to visit us and share stories about traveling and life in retirement with Tim. Enjoy it all Deb, you have earned it.

From Pat Robinson
Recruiting Manager

Deb has been great to work with over the years, she’s an asset to the division that can’t be replaced. Deb has been a true professional, someone who really cares about the company and our drivers and has always been the first to lend a hand when help is needed most. I wish her the best for her future plans.

From Amy Barron
Terminal Manager, Jackson

Here is a picture of Deb on one of our trips to Jackson together. She always made those trips so much fun. She is an awesome tour guide, great chauffeur and just fun to be with. I have greatly enjoyed working with Debbie the last 10+ years. She has been a friend, a co-worker and a 2nd mom when I needed it. She is truly one of a kind. I am going to miss her tons! She is always willing to help out when needed and I could always count on her to be my sounding board over IM. Thank you Debbie for allowing me to get to know you and work with you and become friends with you. I miss you already!

From Amy Cooper
Former Load Planner

I grew to love Miss Debbie as I do my mom! She taught me so much while I was with PCA, she listened to my stories and my issues and passed no judgement.

PCA was more than a work place for me because of people like Miss Deb! Her cheerful face and always willing to help anyone, made her such an awesome person. I truly hope to see her again one day! I’ll have a cold beer waiting you Miss Deb! Love you!

From Scott Floyd
DeRidder Terminal Manager

What can I say about Deb other than she is AMAZING!!!! I have never worked with anyone that has so much knowledge about the transportation business and I will truly miss her. If I ever had a problem with AS400 or TMW then I would call Debbie and she would explain to me how to fix the issue.

I also cannot think of one driver since I have been with the company that has had one bad thing to say about Deb or the way she dispatched. She made herself available to drivers, customers & co-workers without hesitation day or night.

Deb I wish you well and hope you and your husband enjoy retirement and if you are ever in LA please come see us. Thanks for all the help over the years.
Don’t Hurry – It Hurts!!!

It was a late Saturday night. I was working on building plywood boxes to put my nails in for my workshop at my house.

I was just finishing cutting all the wood for the boxes on my table saw. I had removed the safety guard on the saw a few days back, because I had to cut 4X4 posts, and they would not go through the table with the guard on.

It was my intention to put it back on, but I figured it would be okay this time to just go ahead and run the few pieces of wood through.

There was one piece left on the table saw, so I reached over to push the last piece of wood through, when the wood caught and pulled my hand toward the blade. Within an instant I saw two spots of blood on my shirt when I looked down and knew something was wrong.

I yelled into the house that I needed to go to the hospital. My wife knew something bad had happened by the tone of my voice. She drove me to the hospital near our house, but since they were a small hospital, there wasn’t much they could do. So they sent me down to Temple, TX, to be seen by staff there.

When I arrived, at the emergency room, there was a lot of chaos going on, there had been a serious accident on the freeway, and so all the doctors were busy. After 13 hours of waiting in the ER, I was finally able to see a doctor.

The saw took the top of my index finger off. Fortunately the saw blade was very hot from cutting all of the wood, so it cauterized my finger. They were not able to reattach the top of my finger.

Fortunately it could have been much worse. Had the wood pulled a little harder, it could have cut my whole hand off, or cut an artery and I could have bled to death.

Looking back, I know that I had been complacent. I should have put the guard back on after I finished my last job. I did not have my eyes and mind on task, and I definitely put my hand in the line of fire. I should have looked more carefully before I stuck my hand near the blade to push the wood through.

Bob O’Daniel, Waco Driver

My wife, Loisann, wrote this poem in honor of the event:

“Don’t Hurry – It hurts”

While out in my shop, working one day,
I was building a wooden plywood tray.
I was in a hurry to finish my project,
When on my last cut I did not protect.
With the saw spinning round and round,
All of a sudden, my finger fell to the ground.
I kept looking at my hand, blinking and blinking,
Slow down – don’t hurry, I now Keep on Thinking.
Rob Roop was recently named BCT Terminal Manager at the Columbus Container location in Indiana, according to Mike Hayes, BCT Operations Manager.

Roop has over 25 years working for Columbus Container which is now PCA’s Columbus Full Line Plant. “He started on the floor, worked his way up to shipping supervisor, warehouse manager and even wore a sales hat,” Hayes said.

Most recently, the new BCT manager was the logistics director managing several outside warehouses while overseeing their transportation needs. “Although all the equipment and drivers are still on Columbus books, we expect Rob to manage the trucking side of the business focusing on safety, services and running the fleet efficiently,” Hayes said.

The new Columbus Container operation has 30 tractors and about 150 trailers, Roop said. Along with 20-25 drivers, there are six maintenance employees in the shop including the lead.

Baseball played an important part of his younger years, playing high school ball and attending Wabash Valley Junior College on a baseball scholarship. These days, he plays on a weekly league team but travels with an elite team on weekends. He plans to travel to Florida in September to play in a national tournament.

Roop and his wife Tonia have a 14-year-old daughter.

Kudos to operations for watching costs

Both General Manager Dan Bernert and Operations Manager Mike Hayes had praise for efforts of those in Operations who are authorizing trailer repairs and creating repair orders.

In a review of six months of dry van unit cost reports for the January thru June periods of 2016 and 2017, costs were considerably lower for trailer repairs this year. He says other factors also come into play, but “your efforts are paying off.”

“Even with the learning curve and all the changes in accounting, it appears to be helping control costs,” Hayes said.

“Kudos to all,” said Bernert. “Granted, it adds to your workload. But I sleep much better knowing that all of you are authorizing and validating repairs and purchases…and it’s paying off.”
Eclipse traffic may have big impact on trucking

Company Driver Robert DeChenne passed on information about abnormal traffic and driving conditions that may affect truckers during the time around the August 21 solar eclipse.

Oregon alone is expecting more than a million out-of-state visitors according to state emergency management officials. Truckers throughout the nation passing through the section of eclipse totality may expect extreme traffic congestion. But many states are warning that roadways to and from the path of the total eclipse may be affected for days before and after the historic event.

“More rental cars and RVs will be added to our highways, as well as rural single-lane roads as people jockey for the best viewing position,” said Oregon DOT spokesman Don Hamilton. “The eclipse will cause the biggest traffic event in Oregon history.”

On a website called “American Eclipse USA,” there is a warning that millions of people from large cities like Seattle, San Francisco, Salt Lake City, Denver, Dallas, New Orleans, Minneapolis, Chicago, Detroit, Atlanta, Orlando and Washington, D.C. may cause severe traffic problems when they decide to head towards the eclipse path.

The site warns that traffic jams could inhibit police and fire response and even create potential homeland security situations.

“If you drive or make deliveries in the Portland area, be aware that the Monday morning commute may be at a standstill,” warned the ODOT official. “It’s expected that people from as far away as Seattle will be driving down to Portland that morning to view the eclipse.”

Here are steps being taken in Oregon which may be expected in states all along the eclipse route.

No over-width loads will be allowed to operate anywhere in Oregon from noon Friday Aug. 18 to 12:01 a.m. Tuesday Aug. 22.

- Nearly all ODOT construction and non-emergency maintenance on state highways in the path of totality will be shut down Aug. 18-22 to ease the potential traffic impact.
- Other construction and non-emergency work will be curtailed depending on the expected traffic impact of the eclipse.
- With hundreds of thousands of additional visitors expected in Oregon, fire danger will be especially high. Motor carriers should be particularly wary of fire dangers.
- Most if not all fairgrounds are booked for events so there will be no large emergency parking areas available to commercial motor vehicles stuck in traffic due to roads blocked by crashes.
- With no hotel and motel rooms available, rest areas and even roadside pullouts may have people camping in place, which is a danger to safe highway operations and will exacerbate parking problems for commercial motor vehicles.
- Scale locations may be used for staging by law enforcement and emergency response vehicles and may not be available for use by commercial motor vehicles.
CSA Reports for Owner Operators and Company Drivers

<table>
<thead>
<tr>
<th>64%CSA BASICS</th>
<th>UNSAFE DRIVING</th>
<th>HOURS OF-SERVICE</th>
<th>DRIVER FITNESS</th>
<th>VEHICLE MAINT.</th>
<th>CRASH INDICAT.</th>
<th>ISS Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intervention Threshold</td>
<td>65%</td>
<td>65%</td>
<td>80%</td>
<td>80%</td>
<td>65%</td>
<td></td>
</tr>
</tbody>
</table>

**BCT, Inc.**

<table>
<thead>
<tr>
<th>Date</th>
<th>UNSAFE DRIVING</th>
<th>HOURS OF-SERVICE</th>
<th>DRIVER FITNESS</th>
<th>VEHICLE MAINT.</th>
<th>CRASH INDICAT.</th>
<th>ISS Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAY 8, 2017</td>
<td>8%</td>
<td>37%</td>
<td>0%</td>
<td>80%</td>
<td>72%</td>
<td>88</td>
</tr>
<tr>
<td>JUNE 5, 2017</td>
<td>6%</td>
<td>36%</td>
<td>0%</td>
<td>77%</td>
<td>64%</td>
<td>41</td>
</tr>
<tr>
<td>July 10, 2017</td>
<td>5%</td>
<td>36%</td>
<td>0%</td>
<td>78%</td>
<td>74%</td>
<td>59</td>
</tr>
</tbody>
</table>

**Company**

<table>
<thead>
<tr>
<th>Date</th>
<th>UNSAFE DRIVING</th>
<th>HOURS OF-SERVICE</th>
<th>DRIVER FITNESS</th>
<th>VEHICLE MAINT.</th>
<th>CRASH INDICAT.</th>
<th>ISS Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAY 8, 2017</td>
<td>2%</td>
<td>0%</td>
<td>0%</td>
<td>43%</td>
<td>22%</td>
<td>38</td>
</tr>
<tr>
<td>JUNE 5, 2017</td>
<td>2%</td>
<td>0%</td>
<td>0%</td>
<td>52%</td>
<td>20%</td>
<td>41</td>
</tr>
<tr>
<td>July 10, 2017</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>39%</td>
<td>17%</td>
<td>36</td>
</tr>
</tbody>
</table>

Inc = Inconclusive  No Vios = No Violations  * = Exceeds

<table>
<thead>
<tr>
<th>Driver</th>
<th>Location</th>
<th>Start</th>
<th>Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASCENCIO, EDWIN A</td>
<td>Wallula PCA Dedicated</td>
<td>8/4/2014</td>
<td>3</td>
</tr>
<tr>
<td>BRIDGES, BILLIE J</td>
<td>Boise FB BCT</td>
<td>8/20/2003</td>
<td>14</td>
</tr>
<tr>
<td>CARSWELL, LARRY</td>
<td>Jackson BCT</td>
<td>8/4/2015</td>
<td>2</td>
</tr>
<tr>
<td>DHILLON, PARAMJIT S</td>
<td>Wallula BCT</td>
<td>8/6/2013</td>
<td>4</td>
</tr>
<tr>
<td>GARCIA, FRANKY</td>
<td>Wallula BCT</td>
<td>8/15/2016</td>
<td>1</td>
</tr>
<tr>
<td>HOLDEMAN, DONALD R</td>
<td>Vancouver Chips BCT</td>
<td>8/16/2002</td>
<td>15</td>
</tr>
<tr>
<td>HUMBURG, ANTHONY</td>
<td>Jackson BCT</td>
<td>8/22/2016</td>
<td>1</td>
</tr>
<tr>
<td>OLSON, ROBERT</td>
<td>Boise Trkg</td>
<td>8/30/2010</td>
<td>7</td>
</tr>
<tr>
<td>RODRIGUEZ, ANTONIO</td>
<td>Wallula BCT</td>
<td>8/28/2013</td>
<td>4</td>
</tr>
<tr>
<td>BAILEY, EARL A</td>
<td>Waco (CTC) P&amp;N</td>
<td>8/26/2016</td>
<td>1</td>
</tr>
<tr>
<td>BOOKMAN, EDDIE D</td>
<td>Waco (CTC) P&amp;N</td>
<td>8/22/2016</td>
<td>1</td>
</tr>
<tr>
<td>HUHN, ELIE</td>
<td>Waco (CTC) P&amp;N</td>
<td>8/24/2015</td>
<td>2</td>
</tr>
</tbody>
</table>
Question: I have been to the doctor and was issued a three-month certification due to high blood pressure (hypertension). Can I continue to be qualified by seeing the doctor every three months and receiving a new medical certificate?

Answer: NO! The three-month certification for hypertension is a one-time certification. Hypertension, as defined by the regulations, is classified in three stages depending on the systolic and or diastolic blood pressure readings taken of the driver.

-Stage #1 (systolic 159-140 and or diastolic 99-90): A driver with this condition may be certified for one year. Upon re-certification, if the driver’s blood pressure is equal to or less than 140/90 could they again be certified for one year. However, if the driver’s blood pressure is greater than 140/90 and less than 160/100 at the time of re-certification, the driver is issued a one time three month certificate.

*It should be noted that once a driver has been diagnosed with hypertension, the re-certification for Stage 1 and Stage 2 will continue to occur annually and the recertification for Stage 3 will occur every six months.

-Stage #2 (systolic 179-160 and or diastolic 109-100): A driver with this condition cannot be certified until their blood pressure has been reduced to 140/90 or less. The driver is then recertified every six months.

-Stage #3 (systolic equal to or greater than 180 and or diastolic equal to or greater than 110): A driver with this condition cannot be certified until their blood pressure has been reduced to 140/90 or less. The driver is then recertified every six months.

What can you do to help control hypertension?

-Eat healthy foods. Try the dietary approach to control hypertension. Eat fruits, vegetables, whole grains and low-fat dairy foods. Get plenty of potassium. Eat less saturated fat, trans fat and total fat. Limit the amount of sodium (salt) in your diet.

-Maintain a healthy weight. If you’re overweight, losing even 5 pounds can lower your blood pressure.

-Increase physical activity. Strive for at least 30 minutes of physical activity a day.

-Limit Alcohol. Even if you are healthy, alcohol can raise your blood pressure. Drink in moderation; it is suggested no more than one drink a day for women and two a day for men.

-Don’t Smoke. Tobacco injures blood vessel walls and speeds up the process of hardening of the arteries. If you smoke, get help. Ask your doctor to help you quit!

-Manage your stress. Reduce stress as much as possible. Practice healthy coping techniques, such as muscle relaxation and deep breathing. Get plenty of sleep!

Submitted by Randy Bailey, Manager of Driver Services and Safety & Jan Rohr, Risk Administrator.
Commercial drivers have to be constantly vigilant to detect unexpected road conditions, distracted drivers, and motorists who don’t understand how commercial vehicles operate.

Scan ahead about 15 seconds (a quarter mile on interstates, or one to two blocks in cities) for traffic issues, work zones, and other dangers.

Check mirrors every 8-10 seconds to be aware of vehicles entering your blind spots.

Signal for Safety
Signal and brake to give other drivers plenty of time to notice your intent. If you must pull off the road, use flashers, reflective triangles, and road flares to alert approaching drivers.

Know When to Slow
Driving too fast for weather or road conditions or failing to slow down for curves or ramps create risks for spills and rollovers, as well as crashes.

Stay Sharp
Get enough rest; don’t drive when you’re fatigued, too ill to focus, or on medications (including OTC medicine) that make you drowsy or dizzy.
## July Accidents

An Owner lost a trailer bumper when he pulled away from a Portland, Oregon customer’s dock before the trailer was released July 7.

On July 10, a BCT Owner-Operator was traveling southbound on Highway 13 near Madison, Wisconsin when another vehicle drifted into his lane. The 1999 Isuzu flatbed truck towing a small landscape trailer hit the right front tire and running board of the BCT tractor.

A Lincoln City, Oregon customers gate was damaged when it was hit by an Owner-Operator as he was entering for delivery July 17.

A BCT Owner-Operator was parked at the dock of a Richmond, Virginia customer July 10 when a semi backed into his tractor. There was damage to his right fender, hood and mirror.

While departing from a delivery, a company driver ran over a wheel chock July 17 damaging the right steer tire.

A company driver was making a right hand turn in Waco, Texas July 24 when another driver drove on the shoulder, also attempting a right turn. The other vehicle hit the BCT trailer leaving scrapes on the side. The left side of the 2010 Buick was also damaged.

## Southern Fleet dominates July

It seldom happens that one fleet dominates like the Southern fleet did with clean inspections during July.

Five of six clean roadside reports (83%) were from the southern fleets. Good pre-trip inspections almost always catch anything that needs repaired or replaced...just the way law enforcement would find a problem.

“Thanks to all whose professionalism earned them this recognition,” said Randy Bailey.

<table>
<thead>
<tr>
<th>Driver</th>
<th>Truck #</th>
<th>Fleet</th>
<th>Date of insp</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anthony Humburg</td>
<td>06716</td>
<td>Southern</td>
<td>7/10/2017</td>
</tr>
<tr>
<td>Rodney Morgan</td>
<td>06641</td>
<td>Southern</td>
<td>7/10/2017</td>
</tr>
<tr>
<td>Bradley Webb</td>
<td>08698</td>
<td>Southern</td>
<td>7/11/2017</td>
</tr>
<tr>
<td>Yordani Marichal</td>
<td>03592</td>
<td>Chips</td>
<td>7/13/2017</td>
</tr>
<tr>
<td>Michael Mehner</td>
<td>06719</td>
<td>Southern</td>
<td>7/17/2017</td>
</tr>
<tr>
<td>Aaron Baxter</td>
<td>06723</td>
<td>Southern</td>
<td>7/18/2017</td>
</tr>
</tbody>
</table>

## BCT Accident Reporting

If you’ve been in an accident (minor incident, animal hit, or anything where damage has occurred)...no matter what time of day or night...

**Call 1-800-544-5989 #2**
Driver does it right as manager follows

From Rebecca Moore
Vancouver Terminal Mgr.

I would like to give a shout out to Bryon Massey!
I was traveling I5 SB and followed Bryon for about 10 miles, he kept distance between his truck and the cars ahead of him was not speeding and used his signals for all lane changes.
Thank you Bryon for keeping youself safe and the vehicles around you.

Driver takes initiative to make others safe

From Randy Bailey
Driver Services & Safety Mgr.

Bob DeChenne was broke down on I-5 yesterday about 40 miles north of Medford. When the truck broke down he was in the middle of a right hand curve in the road going up Wolf Creek pass right up against the guard rail.
Definitely not the best location to be broke down where the drivers side of the truck was right up against the slow lane of travel and limited view from approaching vehicles.
He immediately put his triangles out in the correct manner then called the OSP to inform them of his circumstances and that it was an unsafe situation.

Covey handles tire issues with calm

From Jenny Walker
Vancouver Load Planner

I want to say thank you to Tim Covey for doing a great job for our fleet here in Vancouver. Poor Tim always manages to get stuck picking up the loaded trailers with flat tires. Tim has always been patient and level headed when he has to sit and wait for the tire vendors to get him going.
Thanks again Tim for your patience and diligence in still getting the loads in on time despite all the tire issues. Keep up the good work!

Even cost of ‘little’ wrecks hurt

When a driver didn’t adequately secure trailer doors before backing, the door swung open before he bumped the dock. The door and hinges were bent.

The trailer was out-of-service for a little more than four hours as mechanics removed door hardware and put it on a new door blank. By the time repairs were completed, the costs had run up to more than $500 – typical for this kind of preventable wreck.

No one was injured, no customer’s property was damaged but it was a wreck that was much more costly than the $500 bill.

Why? Because to make enough profit to pay for that one little wreck...we have to sell $250,000 worth of freight.

Focus and attention to details will almost always prevent this type of incident and the time and money required to deal with the damage.

Focus on details makes a difference!
It’s nice to have friends where the fishing is great. Last month three BCT managers from the Boise office had a chance to visit their former boss at his home in Wrangell, Alaska. Former General Manager Roger Olds hosted current General Manager Dan Bernert, Driver Services Manager Randy Bailey and Pricing Manager Chris Linder. Obviously the daily catch of salmon was great as was Linder’s 65-pound halibut (upper right).

Openings now available!

Recommend a driver to BCT and earn cash!

$500 when they sign on
$500 after six months
One cent for every mile they run

“Finding good Owner-Operators is important to BCT and we feel our own drivers may be the best source of new people who meet tougher new CSA standards.”

-Pat Robinson
Recruiting Manager

Call Recruiting Manager
Pat Robinson
800-544-5989, Opt. 5
Driving is the riskiest activity we do every day. It affects everyone regardless of age or occupation.

When you’re driving, the amount of risk is difficult to compute when you consider human error and constantly changing conditions and states of mind.

There is a tremendous cost to distracted driving. On top of injuries, car crashes can reduce productivity, damage equipment, hurt morale and in some cases be a serious liability for employers.

Cellphones are only a small part of the problem. Any number of basic activities can make us distracted. The real issue isn’t what causes distraction—it’s that distraction compromises our decision-making ability and leads to mental lapses.

The biggest problem is state of mind. When we’re rushing, frustrated, fatigued or complacent we’re more prone to visual, auditory, manual and cognitive distractions.

The end result is that distraction causes us to take our eyes and mind off the task at hand, which can easily lead to a crash if we’re