BCT General Manager Dan Bernert understands the odds as well as the benefits of providing the tools and guiding the fleet towards outstanding safety accomplishments. He always said “zero accidents” is possible.

Three BCT fleets proved him right in 2017. Jackson Owner-Operators, West Side Chip Owner-Operators and I/O Flatbed fleet all finished 2017 with zero accidents. Close behind were DeRidder Owners and the Wallula Owner-Operator Chip Fleets … each had two accidents per million miles of travel.

“It was an outstanding achievement by an exceptional group of drivers,” Bernert said congratulating all of those who have contributed to these safe driving achievements.

Jackson drivers stand out among the group as they drove 2.17 million miles during the years with no preventable accidents. Furthermore, it’s been nearly 18 months since this group of drivers had its last preventable accidents…more than 3.3 million miles. “Their collective success can be attributed to several factors, Bernert said. “First and foremost, I believe not allowing complacency to get the best of them, watching out for others and anticipating their mistakes is a top priority for this fleet.”

BCT’s GPS tracking solution provides real time critical event reporting (Hard braking, Stability Control and Speeding) and the Jackson fleet leads the league with regard to fewest critical events recorded on a per truck basis (1.06 critical events per truck per year).

“An amazing 56% of the fleet recorded zero critical events for 2017,” Bernert said.

Bernert also credits face to face coaching and communication (Continued on page 9)
Year starts with two minor accidents

2018 started out with two preventable accidents in January.

“Both accidents were minor in nature, but definitely preventable,” said Randy Bailey, Manager of Driver Services and Safety.

Both accidents were by drivers in company trucks according to the monthly report. Company drivers traveled 263,289 in the month.

Owner-Operators had no preventable accidents in 709,498 miles of travel so they started the year with an Accident Frequency Rate (AFR) of 0.0.

For the past 13 months, company drivers have had 10 preventable accident in 3.6 million miles of travel for an AFR of 2.77 since January 2017. Owner-Operators have been involved in 12 preventable accidents during the last 13 months in 9.58 million miles for an AFR of 1.25. All drivers combine for an AFR of 1.53 since the beginning of last year.

Bailey encouraged all drivers to maintain focus and be aware of driving hazards in terminal and customer yards as well as those they face on the highway.

<table>
<thead>
<tr>
<th>ACCIDENT FREQUENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2018 1-Month AFR</strong></td>
</tr>
<tr>
<td>Preventable Accident*</td>
</tr>
<tr>
<td>January</td>
</tr>
<tr>
<td>TOTALS</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.

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)

**Clark Russell** of Hewitt, Texas January 2 as a new CTC Driver in Waco.

**Carlos Jerez** of Los Angeles, California January 3 as a returning Centerline driver at Industry.

**Raymond Angelin** of Kenner, Louisiana, January 8 as a new Owner-Operator out of Jackson.

**Alfred Grijalva** of Pico Rivera, California as a new Centerline driver for Industry.

**James Johnson** of Leesville, Louisiana January 26 as a new company hostler for DeRidder.

**Eddie Sturgis** of Monroe, Louisiana January 29 as a returning Owner-Operator for the DeRidder Fleet.

**Albert Cobos** of El Monte, California January 30 as a new Centerline Driver for Industry.

*If you’re an Owner-Operator who knows a driver who would be a good ‘fit’ for BCT 1-800-544-5989, Opt. 5.*

See Page 12 for details on how you earn cash for your “Driver to Driver” referrals.
In terms of Service and Safety, BCT had much to be proud of during the 2017 year.

2017 noteworthy achievements:

- Jackson owner operator fleet has logged 3,262,510 miles since their last preventable accident (July '16). Collective achievements of a fleet are just as meaningful as individual achievements.
- Jerry Marshall (Jackson O/O) – 1 million mile award
- Ben Fakes (DeRidder Company Driver) – 2 million mile award.
- Steve Smith (I-84 O/O) – 2 million mile award.

- Great year overall for O/O fleets with regard to vehicular safety:
- Finished 2017 with no CSA basic’s in alert status…great start for the new year.
- On Time Delivery Service– for the twelveth consecutive year BCT outperformed the weighted average of our competition:
- Central Texas Corrugated (CTC) and DeRidder dedicated fleets team up with DeRidder owner operators to knock out the “hard to do” …delivering 15 loads/day of DeRidder rollstock to CTC/Waco. The DeRidder mill is the beneficiary of reduced freight cost (vs. rail), CTC is able to better manage their inventory and reduce trim loss, and BCT fleets are recipient of some outstanding loaded mile utilization rates.

To sum it up, a terrific performance by an outstanding group of people that I have the privilege of working with.

### A few safety standouts among the BCT fleets

<table>
<thead>
<tr>
<th>Fleet</th>
<th>2017 Miles</th>
<th>Preventable Accidents</th>
<th>2017 AFR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wallula O/O Chips</td>
<td>1,846,041</td>
<td>2</td>
<td>1.08</td>
</tr>
<tr>
<td>O/O Flatbed</td>
<td>316,360</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>West Side O/O Chips</td>
<td>307,128</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>DeRidder O/O</td>
<td>1,657,832</td>
<td>2</td>
<td>1.21</td>
</tr>
<tr>
<td>Jackson O/O</td>
<td>2,171,399</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
Brian Murphy, Senior Operations Mgr., Safety for Centerline has nominated DeRidder Driver Ben Fakes for the National Private Truck Council Driver Hall of Fame. You’ll notice from Murphy’s comments below that Ben is constantly watching for new ways to continue learning and driving safely.

“I’m including a few notes from a truly meaningful conversation that I had with Ben last year after he earning his 2 million-mile safe driving award,” said Murphy in his nomination. “I think it really revealed to me what an incredible human being he really is.”

It started in the Army

Ben spoke about how early in his career he developed a real passion for continuous learning that he applies to everything he does in life, especially professionally. He developed this desire because of his experience in the Army.

Ben’s First Sergeant would always walk up to him and ask him difficult questions that he knew that Ben did not know the answer to. This would then cause Ben to go out and find the answer. As it turns out his First Sergeant was asking a lot of questions that would help prepare him for proficiency exams which allowed him the opportunity to get raises and promotions. This experience instilled in him the knowledge that he could always learn more.

Because Ben has this continuous learning mentality it causes him to look at the world differently than most people. When Ben drives past an accident out on the road he is always wary and maintains a safe following distance, but he also does his best to look at the evidence of the accident aftermath to understand how the accident happened, and ultimately he tries to learn how he can avoid that same accident.

This mindset has also caused Ben to learn continuously from his environment. He is always watching for new road signs, signs of new paving (especially paving in areas where clearance could be an issue), and other issues that could impact his ability to operate his truck safely on the road.

Eager to learn

Ben is also eager to learn from others. He said that it does not matter how little experience someone has, they may have a trick that you never knew about, whether it is a safer route to get to a delivery location or a tip on how to drive better. Ben is proud of being a safe driving and achieving 2 million safe driving miles, but he said it is important for him to never be too proud to learn new things, especially when it comes to safety. When Ben was first learning to drive commercial vehicles he was in the Army stationed in Germany and as a result he was trained to drive on the Autobahn where there is no speed limit for cars but trucks were held to a speed limit of 80 km/h (about 50 mph). He said that it was an extremely challenging environment to drive in and he definitely learned a lot driving there. However, he stated that once he became an instructor for new drivers learning the same job he was able to learn many things from other drivers that would have taken him years to figure out through experience.

He said “I may not be the safest driver on the road, but I am certainly trying to be.”

Ben attributes a lot of his ability to keep safe to maintaining his safety awareness at all times. He is constantly scanning his entire environment to ensure that his vehicle is safe in all directions.

Safety takes effort

Ben admits it is not always easy to maintain safety awareness, it takes a lot of energy. He
stated that breaks are his best friend when it comes to maintaining focus. He knows that if his mind is wandering and he knows that he was not alert for the last couple minutes it is time for him to pull over and take a break. 5 minutes can make a huge difference, he said. Just getting out of the truck and walking around is usually enough to get him refocused and back on the road. He also stated that it is important to understand when to break the monotony. Sometimes when he is running the same country roads he will realize that it is causing him to lose focus. That might be the time where he reaches out to another driver on the CB to talk for a few minutes and break up the day.

**Handling distractions**

However, knowing when not to allow distractions in the cab is also extremely important to Ben. He stated “I always pour my coffee on the side of the road.” To Ben this statement is a result of a mindset that he has. Eliminating unnecessary distractions is a vital discipline to staying safe. Whether it is a phone call or pour coffee out of his thermos Ben always pulls over to a safe place to take care of those types of things. He stated “You will never find me eating a sandwich in heavy traffic. It is just not the time or the place to do that.”

Ben is also conscious of driving in more dangerous areas. He told me that driving in urban environments with heavy traffic, driving in challenging weather, or driving in other high risk environments cause his to make sure that he focuses 100% of his mind on driving. He said it is also crucial to plan your route correctly as well. He said that if you are not looking ahead and learning the safest route then you are asking for trouble. He said there have been many times when driving a few miles further has got him to the delivery location in safer driving conditions and often faster. For this reason he is always trying to study ahead and pick the best route.

Ben also spoke about combating tunnel vision, especially at night. He stated that keeping alert and constantly scanning helps keep you awake, helps keep you aware of hazards, and helps get you home safe.

Ben spoke about making sound safety decisions. He said that making the best safety decision does not always mean you need to evaluate yourself and your equipment. He said a big part of staying safe is being aware of the other drivers that you will see on the road. If you know that there will be several people on the road driving in severe weather that they are not capable of operating in that may be a good time to pull over even if you are capable of driving in that weather. He said that even if the accident is not your fault, the last thing you want to do is hurt yourself or someone else. Ben said that he is truly happy to work for his assignment at Boise Trucking. He said that his client management team is incredibly supportive of all of his decisions. He said he knows that if he calls in that he felt unsafe driving somewhere, whether it was weather related or not, his client management team would never ask him to do it. Finally Ben is a humble man. In the beginning of the conversation he admitted that there is no denying that luck plays a part in safety achievement.

At the end of the day the conditions that someone else drives in may be far more hazardous and challenging than what he faces. That being said Ben does not allow that to impact his discipline of continuous learning and safety awareness in all situations. He said that he has good reasons to be safe, the community, his company, and his family.

Ben Fakes...good reasons to be safe: “community, company and family”

Fakes receives Million Mile Award from DeRidder Dispatcher Cory Collins.
No matter how healthy you may be, pretty much every driver has struggled with fatigue at the wheel.

Feeling tired, eyes becoming gritty and heavy...but, you still have a 200 mile leg left in your route. Perhaps, you wanted to pull over and rest 50 miles ago, but you just couldn’t do it for fear of delivering your load late or being reprimanded for a “service failure.” We hear you -- truck driver fatigue is a very real problem.

According to the Large Truck Crash Causation Study that analyzed data from 963 accidents involving a large truck and a passenger vehicle, it turns out that fatigue was the highest-ranking factor. Why are we not surprised. From this study, it was determined that fatigue is the largest identifiable -- and preventable -- cause of accidents in our fellow truckers; not alcohol or drugs like some may assume.

If you’re tired of feeling overly tired and want to reduce your fatigue, we recommend these four truck driver fatigue prevention tips:

1. Get Moving
Start an exercise routine that works with your schedule. The best time to work out is when you have time. 60 minutes, 30 minutes, or even just 15 minutes of additional activity 3 times per week is better than nothing.

2. Be Sure You’re Building Muscle
Adding in free weights or resistance training to your workout is a great way to lean out, build muscle, and better prepare your body for those long hauls. Start familiarizing yourself with the fitness centers and walking trails at many TA-Petro locations.

3. Burning Fat With A Well Rounded Routine
Cardio, interval training, resistance training -- it’s a lot to take in. Rather than get overwhelmed, head to the gym and ask the attendant for a quick, 30-minute workout that gets your heart rate up, your blood pumping, and your muscles working.

4. Eating Well
Making smart meal and snack choices can certainly go a long way in making you feel fuller for extended periods of time while fueling your body for the long day ahead. High fibre salads, sandwiches, and smoothies are always a great choice while on the road.
Waco upgrade

Waco’s new line-up of trucks will be ready for the road soon. Last month a KW technician was on site with BCT Fleet Manager Brent Martell prepping the trucks for service. Over the weekend of February 10, Steven Crain and Michael Stewart from DeRidder will swap electronic logging devices from the Ryder lease trucks into the new Kenworth’s.
Pictured with the upgraded fleet at left are CTC General Manager Mark Vera (left) with Waco Terminal Manager Ron Bates.
Driver safety standards help identify good drivers

Point system places a value on the severity of violations and creates a standard for safe fleet operations

Safety of our drivers and the public is the highest priority for our company. Therefore, BCT has established the following minimum Driver Standards for all drivers who operate commercial motor vehicles for the company. These standards are designed to identify our good drivers who we want to operate our vehicles and to remove from driving positions those drivers whose driving records do not meet our standards.

Points will be totaled over a 3-year period. The 3 years shall be a moving period running from the current time to 3 years previous. When the total point accumulation reaches 10 points over a 3-year period, the driver shall not be permitted to operate BCT, Inc. controlled motor vehicles. When 7 points are accumulated, the driver shall be notified in writing of the point level and informed of the consequences of receiving 10 points.

Points shall be given for convictions of traffic laws and for involvement in accidents where no citations were issued and where Driver Services finds the accident to be preventable.

Points shall be assigned for each accident or violation based upon the following scale:

**10 Points**
- Driving while intoxicated or under the influence of alcohol or drugs
- Failure to submit to alcohol or drug test at request of law enforcement agency
- Using a commercial motor vehicle to commit a felony
- Leaving the scene of an accident or failure to stop, report, and render aid
- Manslaughter or Negligent Vehicular Homicide
- Assault with a motor vehicle or arising out of the operation of a motor vehicle
- Driving while license is suspended or revoked
- Attempting to elude an officer of the law
- Violation of out-of-service order
- Vehicle Rollover (preventable)

**5 Points**
- Reckless driving
- Passing a school bus while it is loading or unloading
- Speeding 15 mph or greater over the posted speed limit
- Speeding 10 mph or greater over the posted limit in a school zone
- Running a stop sign/red light
- Violation of railroad-highway grade crossing offenses (FMCSR 383.51, Table 3)
- Driving on the wrong side of the highway
- Unsafe lane change
- Following too closely (causing major accident)
- Driving without CDL in the driver’s possession
- Talking on cell phone while driving CMV
- Second preventable accident

(Continued on page 9)
Several factors contribute to safe driving

(Continued from page 1) Trucking

cating safety initiatives on the part of Amy Barron (on-site Terminal Manager since February 2017). “She has definitely had a positive impact on safety culture for the fleet,” he said.

The General Manager said that while it could be coincidence, the Jackson fleet has not recorded a preventable accident since EOBR’s were installed on all owner operator trucks back in July 2016. “I believe drivers are better managing their EOBR available hours, developing better sleep patterns and driving well rested… that’s huge, when it comes down to fighting off complacency and staying alert,” he said.

There are 18 drivers in the fleet that Barron has been working with for more than five years preceding her move to Jackson last year. “I would say one of the factors that the Jackson fleet runs as safe as they do is that the majority of my drivers have been here well over three years,” Barron said. “There are just a handful of drivers that have been here two years or less. The majority have been here anywhere from three to 16 years. They know the lanes we run and they know the customers we deliver to and pick up from. They are familiar with the roads they travel on a day to day basis.”

Weather often plays a reduced factor in the south. “However, this year we did have a harsher winter than most,” Barron said. “The drivers had to be extra cautious with snow and ice. They also have to… (Continued from page 1)

Driver Standards

(Continued from page 8)

3 Points
• Speeding
• Illegal passing
• Driving too fast for conditions
• Failure to yield at uncontrolled intersection
• Failure to signal
• Driving too slow in left lane/obstructing traffic
• Equipment violations on safety items covered by pre-trip inspections
• Following too closely (minor infraction)
• Conviction for talking on cell phone in personal vehicle

Drivers must report violations, accidents

Drivers are required to notify Driver Services when they have been convicted of a traffic violation or have been involved in an accident.

Driver Services will review all accidents and make determinations of preventable or non-preventable using the National Safety Council recommended standards. Drivers who dispute the findings of Driver Services may appeal the determination, in writing, to the Manager of Driver Services to be sure the manager knows all pertinent facts. Manager’s findings shall be final.

Dan Bernert on Amy Barron—
“She has definitely had a positive impact on safety culture for the fleet.”

Here are some of the Jackson drivers who are part of the “zero preventable accident” fleet. (top row) Ken Eaton, Gary Weaver, Jerry Marshall, Rodney Morgan (middle row) Fred Whitt, Earl Moorer, Tommy Carswell, Brad Webb, (bottom row) Fred McCoy, Robert Baxter, Tony Humberg, and Eric Jenkins. Not pictured are Adrian Ward, Derick Williams, Francisco DeJean, Larry Carswell, Raymond Angelin and Jimmy Maxwell.

Drivers are required to notify Driver Services when they have been convicted of a traffic violation or have been involved in an accident.

Driver Services will review all accidents and make determinations of preventable or non-preventable using the National Safety Council recommended standards. Drivers who dispute the findings of Driver Services may appeal the determination, in writing, to the Manager of Driver Services to be sure the manager knows all pertinent facts. Manager’s findings shall be final.
### CSA Reports for Owner Operators and Company Drivers

<table>
<thead>
<tr>
<th>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>

<table>
<thead>
<tr>
<th>BCT, Inc.</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Dec. 6, 2017</td>
<td>5%</td>
<td>36%</td>
<td>0%</td>
<td>80%</td>
<td>34%</td>
<td>73</td>
</tr>
<tr>
<td>Jan. 8, 2018</td>
<td>6%</td>
<td>36%</td>
<td>0%</td>
<td>78%</td>
<td>25%</td>
<td>42</td>
</tr>
<tr>
<td>Feb. 5, 2018</td>
<td>5%</td>
<td>33%</td>
<td>0%</td>
<td>75%</td>
<td>24%</td>
<td>42</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Company</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Dec. 6, 2017</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
<td>47%</td>
<td>3%</td>
<td>38</td>
</tr>
<tr>
<td>Jan. 8, 2018</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
<td>55%</td>
<td>0%</td>
<td>40</td>
</tr>
<tr>
<td>Feb. 5, 2018</td>
<td>2%</td>
<td>0%</td>
<td>0%</td>
<td>49%</td>
<td>0%</td>
<td>38</td>
</tr>
</tbody>
</table>

Inc = Inconclusive   No Vios = No Violations    * = Exceeds

---

### February Anniversaries

<table>
<thead>
<tr>
<th>DRIVER</th>
<th>LOCATION</th>
<th>START</th>
<th>YEARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALLISON, CRAIG</td>
<td>Wallula BCT</td>
<td>2/2/2010</td>
<td>8</td>
</tr>
<tr>
<td>BENNETT, CHRISTOPHER E</td>
<td>Wallula Trkg</td>
<td>2/11/1998</td>
<td>20</td>
</tr>
<tr>
<td>COVEY, TIMOTHY</td>
<td>LCC I-5 BCT</td>
<td>2/9/2005</td>
<td>13</td>
</tr>
<tr>
<td>ESQUIVEL, ANDRES</td>
<td>Pico Rivera Trkg</td>
<td>2/20/2017</td>
<td>1</td>
</tr>
<tr>
<td>HOOPER, DENNIS D</td>
<td>LCC I-5 BCT</td>
<td>2/6/2017</td>
<td>1</td>
</tr>
<tr>
<td>LARA JIMENEZ, SALOMON JOSE</td>
<td>Wallula</td>
<td>2/11/2011</td>
<td>7</td>
</tr>
<tr>
<td>MAVRAK, NEBOJSA</td>
<td>Vancouver BCT</td>
<td>2/13/2012</td>
<td>6</td>
</tr>
<tr>
<td>PORTES, LUIS E</td>
<td>Allentown Trkg</td>
<td>2/3/2014</td>
<td>4</td>
</tr>
<tr>
<td>RAMIREZ, JORGE</td>
<td>Wallula BCT</td>
<td>2/1/2006</td>
<td>12</td>
</tr>
<tr>
<td>RANGEL, FILADELFO</td>
<td>Wallula BCT</td>
<td>2/21/2014</td>
<td>4</td>
</tr>
<tr>
<td>SMITH, STEVEN C</td>
<td>LCC I-5 BCT</td>
<td>2/5/2003</td>
<td>15</td>
</tr>
<tr>
<td>TORREZ, SAMMY J</td>
<td>LCC I-5 BCT</td>
<td>7/1/1975</td>
<td>43</td>
</tr>
<tr>
<td>WALKER, ADAM M</td>
<td>Wallula BCT</td>
<td>2/12/2001</td>
<td>17</td>
</tr>
<tr>
<td>WRIGHT, JAMES</td>
<td>Vancouver BCT</td>
<td>2/25/2013</td>
<td>5</td>
</tr>
<tr>
<td>DIAZ, LEOPOLDO M</td>
<td>Wallula Container</td>
<td>2/4/2014</td>
<td>4</td>
</tr>
<tr>
<td>HORN, RICKY L</td>
<td>Waco (CTC) P&amp;N</td>
<td>2/14/2014</td>
<td>4</td>
</tr>
<tr>
<td>MOLDOVAN, PETER</td>
<td>Waco (CTC) P&amp;N</td>
<td>2/1/2008</td>
<td>10</td>
</tr>
<tr>
<td>PATRICK, GERALD</td>
<td>Waco (CTC) P&amp;N</td>
<td>2/12/2007</td>
<td>11</td>
</tr>
<tr>
<td>WALTERS, JOHN R</td>
<td>Waco (CTC) P&amp;N</td>
<td>2/27/2017</td>
<td>1</td>
</tr>
</tbody>
</table>
Trucking

Since 1980 when the trucking industry was economically deregulated, the number of fatal truck crashes and the rate have both declined dramatically.

“Efforts of BCT to reduce accidents have followed that trend with fewer total accidents and a much lower AFR (Accident Frequency Rate),” said Randy Bailey, Manager of Driver Services and Safety.

While BCT numbers are different in several categories, they generally follow the trends listed by national sources:

- From 1980-2015, the number of large truck-involved fatal crashes declined 32%.
- From 1980 -2015, the large truck-involved fatal crash rate per 100 million miles dropped 74%.
- Trucks have an overall crash rate 29% lower than that of other vehicles.
- In 2015, large trucks were almost three times more likely than other vehicles to be struck in the rear in two vehicle fatal truck crashes.
- In 90% of fatal head-on collisions between a large truck and a passenger vehicle, the passenger vehicle crossed the median into the truck’s lane of travel.
- The preponderance of research studies find that car drivers are principally at-fault in approximately three quarters (70-75%) of fatal car-truck crashes.
- Drug and alcohol use by truck drivers on the job is very rare.
- The industry alcohol use violation rate for 2014 was just .08% (i.e. eight-hundredth of one percent).
- The industry drug use violation rate for 2014 was 0.9% (i.e., less than 1%).
- In 2015 only 2% of large-truck drivers involved in fatal crashes had a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dl) or higher was 21% for passenger car drivers, 22% for light truck drivers, and 27% for motorcycle operators.

According to the Substance Abuse and Mental Health Services Administration, in 2015 the rate of illicit drug use among persons aged 12 or older was 10.1 percent.

Driver fatigue (e.g., drowsy, sleepy, asleep, fatigued) is cited as a factor in only 1.6% of fatal truck crashes.

However, both FMCSA and ATA have acknowledged that the role of fatigue is likely underreported.

“There was a time when we had an AFR hovering at 5.0 or 6.0 preventable wrecks per million miles of travel,” Bailey said. “Our focus on safety, regular training programs and a change in our safety culture over the last 15 years has given us results.”

Bailey said we’re now regularly close to an AFR of 1.0 and “always believing that “zero” is possible.

Do you check your permits regularly? You should!
Nine Owners earn inspection bonus

Four Southern Owners led the group of nine BCT drivers who received clean inspection during the latest reporting period.

Close behind was the I-5 fleet with three clean roadside inspection. All nine will earn an extra $100 on their settlements.

Quality pre-trip and post-trip inspections by the people on this list is usually the safety effort that insures against violations.

Thanks to these drivers for their efforts to inspect and keep their trucks in the safest possible condition.

<table>
<thead>
<tr>
<th>Driver</th>
<th>Truck #</th>
<th>Fleet</th>
<th>Date of insp</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jerry Marshall</td>
<td>06628</td>
<td>Southern</td>
<td>12/27/2017</td>
</tr>
<tr>
<td>Steve Smith</td>
<td>02639</td>
<td>I-5</td>
<td>12/27/2017</td>
</tr>
<tr>
<td>Dave Dessert</td>
<td>02648</td>
<td>I-5</td>
<td>12/27/2017</td>
</tr>
<tr>
<td>Earl Moorer</td>
<td>06674</td>
<td>Southern</td>
<td>1/9/2018</td>
</tr>
<tr>
<td>Sinisa Mavrak</td>
<td>04422</td>
<td>Vancouver</td>
<td>1/16/2018</td>
</tr>
<tr>
<td>Yury Gourdin</td>
<td>03587</td>
<td>Chips</td>
<td>1/19/2018</td>
</tr>
<tr>
<td>James Dory</td>
<td>06720</td>
<td>Southern</td>
<td>1/19/2018</td>
</tr>
<tr>
<td>Rick Abbott</td>
<td>02399</td>
<td>I-5</td>
<td>1/24/2018</td>
</tr>
<tr>
<td>Eric Jenkins</td>
<td>06725</td>
<td>Southern</td>
<td>1/27/2018</td>
</tr>
</tbody>
</table>

Openings now available!

BCT's Driver-to-Driver Recruiting Program

“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.”

Call Recruiting Manager
Pat Robinson
800-544-5989, Opt. 5
A DeRidder spotter reported Jan. 2 that a trailer door came unhooked at the PCA yard. Wind then caught the door and hinges were broken when it swung open.

Another vehicle was totalled and caused damage to BCT equipment when it lost control Jan. 11 near Addy, Washington. The morning wreck started when the other vehicle, a Dodge Durango, crossed the center line and hit the PCA tractor. It then spun into the BCT trailer.

Damage to BCT equipment included the driver’s side step, DEF tank, drop axle and quarter fender on the tractor and landing gear, five ribs and two tires and wheels on the trailer.

The Dodge was totaled but there were no reported injuries.

A driver in San Marcos, Texas was backing off the scale when his front bumper caught a mound of grass and mud which damaged the right corner of the bumper in a January 2 incident.

If you back into something, It’s preventable. G.O.A.L.

Get Out And Look!
Kudos

One way we thank others for their help making our business work and better serving our customers safely.

Killing two birds with one stone

From Shana Freedman
BCT Load Planner

Thank you Steve Crawford, for overhearing a problem a couple weeks ago – PCA Nampa was running out of space – and taking initiative by suggesting that we preload new trailers with product to get it off the floor and also to get the new trailers moving up to Wallula. And not only suggesting it, but then spending a Friday preloading the trailers. Great job killing two birds with one stone!

Drivers helping Wallula driver

From Marty Herring
Wallula Driver

I would like to thank Craig Allison for coming to my rescue when my truck broke down on Hwy 395 during a heavy snow storm at night. He went out of his way to deliver me and my load to Wallula while my truck was being towed to Spokane. He went way above and beyond the call of duty.

I would also like to thank Bille Bridges (who was on loan to us from the flat bed division for a few days) for giving me a ride back to Spokane to pick up my truck.

Thanks for help finding drivers

From Pat Robinson
BCT Recruiting Mgr.

I’d like to say thank you to Adrian Ward for reaching out to potential owner operators on our behalf. We need all the help we can get recruiting good drivers, your efforts are appreciated!

(Continued on page 15)
Reilly saves stranded trailer

From Steven Crain
DeRidder Shop Mgr.

I would like to say thanks to Shaun Reilly for helping with a load. We had a company truck with a delivery to PCA in Reading, PA. The truck broke down in Carlisle, PA, about 80 miles from Reading. Shaun bobtailed one of his trucks to Carlisle and picked up the trailer and delivered it to Reading, allowing us to keep our delivery appointment. Thanks, Shaun!

Hayes, Reilly help in Waco

From Ron Bates
Waco Terminal Mgr.

I would like to thank Shaun Reilly and Mike Hayes for coming down to Texas to assist in the operation while Stephanie Dunnahue is out for a few weeks.

Silva joins crew at Wallula shop

Join me in welcoming our newest employee, Abel Silva. Abel is a CDL driver with enough experience to qualify as a Boise driver, but prefers the stability of a mechanic position so he can spend more time at home with his wife Marisol and three kids; Elizabeth (16), Daniel (11), and Gabriel (1.5). As a mechanic, he’s worked on a large regional farm as well as for Swift Transportation and Conagra.

At age 15, Abel migrated to the United States with his parents in 1999 and settled in Sunnyside, WA. Abel soon acquired his GED and worked various farm jobs where he learned how to drive and do maintenance on heavy equipment. In 2011 he gained US Citizenship.

-Andy Sarrazin
Terminal Manager

Go to: www.protread.com/

1. Click Pro-Tread “User Login”
2. Login:
   • User ID: YourName (no space between names)
   • User ID: YourName (again, exactly the same)
3. Site ID: Type in “200744”
4. Click “Login”
5. Choose “Lesson Menu”
6. Choose “All Lessons By Title”
7. Choose “Emergency Maneuvers”
8. Disclaimer … Choose “Accept”
9. Lesson loads and starts automatically
10. You see “Congratulations” when completed.

Click “Stop” button to get credit for completing the lesson.
DeRidder terminal project marches on

Photos from Terminal Manager Scott Floyd show progress made on the office and shop. He said concrete has been poured and set for the wash bay, service bays and parts room. The slab was completed with the pouring of the office space with backfill to follow. 11 feet of fiber optic cable was laid in the trench pictured. The metal building will arrive late in the month.