Owners get ‘bonus’ with new license purchase plan

**Licenses and permits will be covered by new policy for BCT leases**

BCT will begin paying all licensing fees for Owner-Operators in all fleets according to Recruiting Manager Pat Robinson.

“It’s basically like a nice Christmas bonus for those already leased to the company,” Robinson said.

After meetings with BCT General Manager Dan Bernert and Transportation Director Ross Corthell, the decision was made to begin the new program starting March 1, 2018. That’s when BCT licensing is renewed each year. Robinson said 90 percent of Owners currently have BCT arrange licensing.

All licensing and permits required will be paid, substantial savings for Owners. “It’s a pretty big deal,” Robinson said, “especially for the chip fleet.” He explained that in addition to licensing in Oregon and Washington, there are heavy fees for required heavy haul permits. Cost for chip Owner licensing and permits may be as much as $3000 and in the range of $1000 for van fleets.

Drivers will still be responsible to pay for their own Heavy Highway Use Tax (2290) since that is something they can take with them if they leave the company for some reason. However, drivers will be required to refund to the company the unearned portion of the licensing fee if the lease agreement is terminated before the end of the licensing period.

In addition to the savings to drivers, Robinson said it will be easier and faster for new Owners leasing to BCT and easier for existing Owners to move licensing from an old to a new truck.

This move is one of several that have been implemented recently to attract and retain quality drivers for the growing BCT fleet.

BCT will be adding 10 new trailers to the chip fleet as operations in Wallula will grow in 2018. Fleet Maintenance Mgr. Brent Martel and BCT General Mgr. Dan Bernert recently checked on progress of the new trailers.

**Story on Page 4**
“We didn’t end the year achieving our AFR goal,” said Randy Bailey, Manager of Driver Services and Safety. “But overall it was a successful year with no major accidents...definitely an accomplishment to be proud of.”

The 2017 year-end AFR was 1.56 (Preventable accidents per million miles of travel). Many of the accident fell in the category of preventable but caused little damage..

“There are so many times when a driver handles several hundred miles of congested highway safely only to relax and have a minor preventable accident at the terminal yard or a customer’s dock,” Bailey said.

“One thing that stands out in 2017 stats are the three months where drivers travelled more than three million miles with no preventable accidents,” Bailey said.

Eleven of the preventable were caused by Owner operators who finished the year with nearly 9 million miles and an AFR of 1.24. Company trucks had eight preventable wrecks and a year-end AFR of 2.39.

**ACCIDENT FREQUENCY**

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*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.

At BCT, we work safely every moment of every day to be certain we return to our loved ones.
Drug laws have changed; know what you take and why

Randy Bailey, Manager of Driver Services and Safety, reports that changes have been made to FMCSA drug testing policies that took affect January 1.

The previous category of “opiate metabolites” was renamed to “opiods” to more accurately describe the group, due to the addition of four new opioids to the DOT drug panel. The four opioids being added are hydrocodone, hydromorphone, oxy-morphone, and oxycodone.

Another change deals with prescription drugs. When a prohibited drug is found in a DOT urine specimen, the medical review officer (MRO) will verify whether it was legally prescribed. If it was, the test is reported to the employer as a negative. However, effective January 1, 2018, the MRO is authorized to question the use of the medication, despite the negative result, if he or she believes there is a medical qualification issue or safety risk.

The MRO will discuss the concerns with the driver. The driver will be told that he or she has five days from the date of the reported negative result to contact the prescribing physician about getting another medication that mitigates the concerns. If the five days expire or no alternatives are made available, the MRO must report the possible medical disqualification (see Section 40.327) to all entities that are applicable to the situation, including the driver’s medical examiner and the employer.

“Many common medications and over-the-counter drugs that people take regularly come with warnings about driving when taking them,” Bailey said.

The risk of side effects that can impair a trucker’s driving abilities can be even worse if the trucker is taking more than one medication or taking a drug in combination with an over-the-counter medication which can cause an allergic reaction or other complication.

“There are many reasons drivers should be cautious about all medications,” Bailey said, “including both prescription and over-the-counter drugs.”

Among possible side affects are:

- **Drowsiness.** A common side effect of many of these drugs is drowsiness. Even stimulants taken to stay awake can have the opposite result when the effects of these products cause the trucker to crash. If severe enough, drowsiness can have the same effects on a trucker’s driving abilities as if his blood alcohol content was 0.08 percent.
- **Reduced decisions making abilities.** Many prescription drugs and over-the-counter medications can make it more difficult for a person to think clearly and make decisions. Decisions that can include distracted driving.
- **Problems with coordination.** When a trucker is uncoordinated due to the side effects of a medication, he may be unable to quickly respond to a traffic condition, such as other drivers stopping suddenly, an accident, or weather conditions.
- **Anxiety.** If a drug causes a truck driver to be anxious, he can make poor driving decisions based on his anxieties instead of the realities of the road.

**Some legal drugs that can cause truck driving impairment include:**

- Stimulants
- Sedatives
- Antidepressant medications
- Medications to prevent seizures
- Antihistamines and decongestants
- Sleep-aid medications
- Medications to reduce anxiety
- Narcotic analgesics
- Diet pills and some natural weight loss supplements
- Energy drinks
- High-blood pressure medications
- Drugs to reduce cholesterol
- Drugs containing codeine
- Medicines containing Naproxen
Ten chip trailers added for Wallula growth

The Wallula Chip Fleet will soon be taking delivery of ten new Possum belly chip trailers in preparation of major expansion of the fleet.

“We’re preparing for immense growth over the next two years,” said Wallula Terminal Manager Andy Sarrazin. “The absolute most important part of that growth is our ability to attract and retain drivers and owner-operators. Top notch equipment, like the new chip trailers, bolsters our efforts to become a carrier that is sought after by potential drivers,” he said. The new trailers represent a $1 million capital investment.

Western Trailers of Boise, Idaho has completed the trailers that will help meet the equipment needs. “We’re always striving to make them better,” said Western Sales Representative Gary Hyland. He said these trailers are lighter and have additional venting to help them dump easier. He said that while there were always vents in the front, the new sidewall vents in the middle were added at the request of BCT Maintenance Manager Brent Martell.

Martell said that the trailers have two lift axles, an additional wire plug for automatic axle lifting in reverse, a redesigned ladder to reduce damage and LED lighting.

Hyland said the trailers can be built quickly as the frame is constructed on one side of the large manufacturing building and the walls are constructed on another. They come together in the middle and the plant can turn out 2-4 trailers a day. Trailers that are damaged can be easily repaired with exact fit panels and posts that are drilled exactly as they were when originally constructed.

That’s much different than when the first chip trailer was built in 1984. BCT has been buying trailers from Western for more than 30 years as the company has grown to occupy 8 buildings at their site near the airport.

The new trailers will allow the Wallula fleet capacity to haul the extra 50 loads anticipated shortly after the conversion of the paper machine at the Wallula mill. “By late spring or early summer we’ll be running about 60 trucks,” Sarrazin said.
Ross Corthell, Director of Transportation for PCA, offered the following message to those involved in transportation prior to the holidays.

I wanted to send you all a note to thank you again for another terrific year and to wish each of you and your families a Merry Christmas, Happy Hanukkah, Happy Kwanzaa, Happy Holidays and an Awesome Winter Solstice! It’s hard to tell people that work as hard as you all do that their days are going to get longer and that it’s a good thing 😊

The MDW (Minnesota, Dakota and Western Railway out of International Falls) had another fantastic year. We continue to service our I Falls mill with distinction and have even grown our revenue base with other customers without laying in more track (pretty hard to do but Darwin and his team keep amazing us).

We broke a safety streak we had going but I’m incredibly proud of the integrity we demonstrated in the way we managed that on behalf of our employee and our company. We started another streak immediately and our people are dedicated to keeping each other safe and that’s a great feeling. We have more boxcars distributed to more PCA sites than ever and we even have some in the National Boxcar Pool shared by all railroads. I couldn’t be more proud of how we’re operating the railroad.

BCT also had a fantastic year growing our dedicated fleets as we continue to haul more Brown Paper than ever. We have more and more operations seeking out our expertise and/or assets to help them deliver to their customers with distinction. And with the transition next year on W3 paper machine, we are poised to grow our chip hauling operation significantly.

On the White Paper side, we continue to outperform the “all other carriers” in on-time delivery so we’re offering distinction there as well. Our accounting group has worked tirelessly to bring our processes/systems closer than ever to the “PCA Gold Standard.”

All this effort is being recognized and PCA continues to invest in BCT as a valuable component of our overall supply chain.

I think Bruce said it well in our recently newsletter that “PCA has benefitted tremendously by operating our own fleet.”

Our Transportation Services group has had an incredible year as well. We have been main contributors to the White Paper Freight Reduction team that is on track to save roughly $4 million. We formed a new group and took over the day-to-day management of our Transportation Management System (TMS) and the learning that has provided has been invaluable in 2017 when truckload capacity tightened to levels we haven’t seen in years. We accurately paid freight for tens of thousands of shipments contributing to our long-standing goal to being easy to do business with. Susan Craswell, Vancouver Customer Service Manager, recently sent a note saying, “Merry Christmas to the most helpful team ever!” (Her exclamation point not mine).

The customer testimony (both anecdotally and in surveys) is that our supply chain far-outperforms that of our competitors. Our Sales folks talk a lot about winning business on the basis of our performance. It doesn’t get any better than that. And all of you are an important part of our overall success which makes me humbled and proud to lead this team.

Enjoy this time off. Keep your people safe. And I’m looking forward to great things again in 2018.

-Ross Corthell
Director, Transportation
Packaging Corporation of America
DeRidder helps with bike donations

Folks from the DeRidder Terminal participated in the Christmas toy program with the DeRidder Police Department last month. An important part of the program is the Jolly Ol’ Santa Haulers (J.O.S.H.) named for Josh Hester who died in a motorcycle accident. He had donated a bike each year and that tradition has grown with the help of a local couple. A large group of riders supports the program by riding together and hauling donations each year.

Clockwise from above: DeRidder Terminal Manager Scott Floyd with a donation; Dispatcher Cory Collins standing in line with a bike; Mechanic Mike Stewart riding with his wife; a large collection of donated bikes and Scott with DeRidder Shop Manager Steven Crain and Collins.
Fatigue and a case of ‘white line fever’

Many years ago when I was in college, me and two buddies of mine had just finished a shift working on the dock at Overnite Transportation. It was Friday night and we were able to leave work a couple of hours early.

Because we were scheduled to work on Saturday, we hadn’t planned on going anywhere for Christmas. Our manager said that we would not need to come back to work until Monday.

Since Christmas was Saturday, my buddy “Steve” mentioned that he would really like to go home for Christmas. Being young and inexperienced at driving, we all agreed that we would drive from Chicago, IL to Sevierville, TN (about an hour outside of Knoxville). It was a 10-hour trip one way in good weather. Since I was the only one with a car, I “volunteered” to take them down. I figured that since there were three of us we could take turns driving. What I didn’t know until we were a good five hours into the trip was that Steve didn’t have a license. I did have the foresight to not let him drive, but that meant my other buddy Doug and me would have to split the driving.

We arrived into Sevierville at around 10:00 Saturday morning with no incidents. Steve’s family was really excited that he was able to make it home for Christmas. Steve took us around to meet all of his family and even took us spelunking, (or more commonly referred to as exploring caves).

When we looked at the weather we noticed that there was a pretty severe winter storm coming in that night. We had to get back to Illinois so we made the decision to start driving back. At this point, we had all been up for a day and a half without sleep. Doug assured me that we could make it back if we switched drivers and took naps every couple of hours.

We began the long trip back north. After about three hours, I was really tired, so I asked Doug if he could take over driving. We pulled over and changed seats. Everything was smooth until I felt the car swerve a bit, which jarred me awake. I looked over and could tell Doug was not doing well. Since I was awake, I got back in the driver seat.

After a couple hours, I began to get really tired again. Doug and I switched seats and he drove for about an hour when it began to snow. He was terrified of driving in the snow so once again we switched seats. I felt refreshed after my hour nap, so we kept going. Here’s where everything gets blurry. After about 2 hours, I became “conscious” that I was not on the highway anymore. This woke me up. I had no idea where I was. I pulled over at a gas station and asked where I was. It turns out that I was 10 miles away from the Highway.

What happened? The best description is Highway Hypnosis: also known as white line fever, which is a mental state where a person can drive great distances, responding to external events in the expected and correct manner with no recollection of having consciously done so. At least that’s what I was hoping it was. That or my guardian angel was working overtime.

At this point, we pulled over and got a hotel. Although we really couldn’t afford it, we all agreed it was better than the alternative.

I was tired and definitely complacent, which in turn caused me to not have my eyes and mind not on task. The outcome could have been much worse. We could have ran off the road and gotten severely injured or even all died from the lack of realization we should have just either stayed the night and drove back Sunday.

The National Highway Traffic Safety Administration conservatively estimates that 100,000 police-reported crashes are the direct result of driver fatigue each year. This results in an estimated 1,550 deaths, 71,000 injuries, and $12.5 billion in monetary losses.

-Ron Bates
Waci Terminal Mgr.
DeRidder Shop Manager Steven Crain has vivid memories of his early days as the mechanic at DeRidder. He worked out of a truck and all of the work was done out in the weather. “If it was raining, we were in it,” he said.

Over the years Crain and his crew managed to piece together a makeshift shop that started with a pair of old trailers that were used for storage. They fashioned a covered shop by putting a roof over the space between trailers and added a small office.

Now, however, DeRidder is getting closer to a new 80x115 building that will include two enclosed shop bays, office space and a drivers lounge. A third covered open bay will be attached to the building. A special fall arrest system that allows mechanics to connect safety harness while working at heights required 22-foot side walls for the building. The extra height also allows for future second floor space when needed.

The new building is located between the clean-out area and the road in front of the terminal. A new traffic pattern will allow easy access in and out of the driver through shop bays.

The project started with planning last February and was originally going to be finished by Dec. 31. Delays have pushed back completion until April or May.

DeRidder Shop Manager Steven Crain spent lots of time working in the dirt and weather (hot, cold, rainy, etc) but that's all about to change with a new building.
If you are a long distance trucker, you probably know the struggle of trying to get a good night’s sleep with the odds against you on a regular basis. Almost every sense is being affected in one way or another when you’re on the road so much, and this constant stimulation can result in having a hard time getting to sleep.

The lifestyle of a trucker can also lead to various health conditions that also make it difficult to feel well rested. Getting a good night’s sleep is important to productivity and alertness while on the road, which is why we have some sleep tips to help you stay rested!

Minimize Light
Your body is designed to get the best sleep in total darkness. Block out the light from your cab and electronics to create total darkness at night. If you sleep during the day, cover your windshield with a sun shade and use an eye mask to help block out more light.

Limit Vibration
Many truck drivers find that the vibration of an idling engine or a moving vehicle can wake them up when they are sleeping. By adjusting your engines RPMs, you can find a more comfortable vibration that you can sleep through without interruptions if you idle your truck while sleeping. When parking your truck for sleep, make sure that you are parking in a place where you won’t hear the sounds of traffic. Pull off the road into a safe and legal area and avoid high-traffic roads that create loud noises.

Get Comfortable
If you are trying to sleep on an uncomfortable mattress or in a restricting sleeping bag, you are going to have a hard time staying asleep. Make your bed more comfortable with a mattress topper and use a regular blanket if you need to stretch out more when you sleep. Setting a cooler temperature will make your cab optimal for getting great sleep. A comfortable sleeping area will make it easier for you to get good sleep and will result in you being more productive when you are on the road.

Take Care of Your Health
Many truck drivers suffer from sleep apnea, which means that they are woken up several times during the night due to pauses in breathing. An easy sleep study can be taken at home or in your cab to determine if you have sleep apnea. If you are diagnosed, treatment is easy and affordable with a CPAP machine and mask.

(Continued on page 13)
CSA Reports for Owner Operators and Company Drivers

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**BCT, Inc.**

Oct. 10, 2017  
6%  
36%  
0%  
82%  
32%  
73

Nov. 7, 2017  
6%  
36%  
0%  
80%  
34%  
73

Dec. 6, 2017  
5%  
36%  
0%  
80%  
34%  
73

**Company**

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10%  
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37

Dec. 6, 2017  
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Inc = Inconclusive      No Vios = No Violations    * = Exceeds

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**January Anniversaries**

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Call them goals, positive life changes, or even resolutions...but you can make 2018 better for you

As the New Year rolls on in, we're reminded that it's officially the time to make those silly resolutions that most of us will already give up on by February. In the trucking industry, it's especially important to be thinking about changing our lives for the better right now.

1. Adopt positive sleep habits.

There's no better time than the start of a fresh year to get thinking of correcting any bad sleeping habits you may adopt during the holidays. Safety is one of the biggest concerns for truck drivers so ensuring that you're always alert is a must. Because when your livelihood depends the ability to operate thousands of pounds of steel all around the country, making sure you're well-rested is essential. Aim for 7-9 hours each night. Science has proven that people who are sleep deprived drive almost as badly as intoxicated drivers! YIKES!

2. Get into better eating routines.

When you're always on the road, you should be eating well and eating often. Even though you should be making an effort to frequently snack, it's only a positive habit if you are making sure to load up on nutritional foods. Learn to pre-plan meals and eat several small meals a day. (Think protein and veggies.) Also, stock up on protein bars so you get filling and energize grub on the go.

3. Schedule an eye appointment.

Don't "lose sight" of your biggest asset as a professional driver. Regardless, people should make a conscious effort to get their ‘specs checked annually. It's even more important for truckers. Make sure your vision is okay and check that your glasses or contact lenses prescription is up-to-date.

4. Make more time for loved ones.

It can be easy to lose touch with the people that matter most when you're as busy as a truck driver. If you're an OTR driver than doesn't get much time at home, try to communicate digitally to the ones you want to talk to. Whether it be as simple as sending a “thinking of you” text or sending a funny snapchat, it will benefit you to maintain your relationships. After all, there's few things in this world as precious as the connections we build with others in our life.

5. Think about what you're sipping on.

This year, aim to limit your intake of high-calorie sodas or coffees. Many truckers love those drinks because honestly they're just plain delicious and loaded with caffeine. But, there's a lot of better ways to enjoy your drinks. Try out herbal teas. Before adding the sugar, they are completely calorie free and have been shown to hold a lot of amazing health benefits, including energy-boosting. With health being a huge issue for truck drivers, the easiest thing you can do to watch your weight is to completely get rid of those empty calorie drinks. Just drink water. Water is the best way to keep hydrated and is the best for you (obviously.)

6. Get more active.

As obesity continues to be a problem in trucking, paying attention to your lifestyle habits is one of our main concerns. So as we ring in the new year, it seems to be the prime time for choosing some new workouts. Whenever you can spare a moment, do a little more activity! Try stretching more often or just parking further away to get moving without sacrificing too much energy.
Nearly half of the clean inspections during the last month were earned by Wallula Chip Owner-Operators. They received four of nine.

Owners from the Southern and I-5 fleets each earn two perfect roadside inspections.

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.

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Wallula Chip Owners lead the clean inspection pack

Openings now available!

BCT's Driver-to-Driver Recruiting Program

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
Several factors led to painful fall

Last weekend I was moving hay bales forward and due to my complacency, eyes not on task, in the line of fire and balance/traction/grip - I fell tumbling backward onto the ground.  
So I am standing on top of a bale of hay and I have a hay hook that I have hooked into a bale and as I am pulling it forward the hay hook comes out from the bale and I am now tumbling  
In slow motion backward. I am thinking as I am falling (self) you better tuck and roll because this is going to hurt. So as I am heading backward my leg/shoe gets stuck in-between 2 other bales of hay my shoe comes off and to the ground I go, I was actually hoping that I was going to land in the wheel barrel below.  
Well I survived the tumble with a sore shoulder and much embarrassment.  

-Rebecca Moore  
Terminal Manager  
Vancouver

November Accidents

A CTC driver was at Highway 31 and 13th Street in Corsicana, Texas December 5 when he changed lanes and collided with a vehicle in an adjoining lane. The afternoon incident damaged the driver side door of a Ford Mustang.  
The driver of a Ford Ranger sideswiped a BCT trailer the afternoon of December 1 and left the scene of the accident. The Owner-Operator was traveling on Highway 101 near Newport, Oregon and reported scratches on the left rear corner of his chip trailer. The other vehicle had damage to the right front.  

A company driver was in Newark, New Jersey on I-78 the morning of December 12 approaching a toll booth. Another vehicle cut in front of the tractor striking the front tire, damaging the rim and lug nuts. The incident resulted in driver side door damage to the 2017 Acura.  
The driver of a company tractor in City Of Industry, California was moving trailers in the yard the early morning of December 13. He reported he forgot airlines were still connected as he pulled away from the trailer damaging the airlines and glad hands.  
Door hinges of a trailer were damaged in the DeRidder, Louisiana yard when wind caught the door. The spotter reported that the trailer door came unhooked.

Sleep tips  
(Continued from page 9)  
Don’t let poor sleep result in you driving drowsy and potentially harming yourself or others. A few small changes to your environment can result in you feeling refreshed and revived the next day.  
Not only will you be more productive, but you can take pride in knowing that you are always practicing safety first when driving. Make a change today and get better sleep tonight!
Spotter ignores call from terminal mgr. and gets praise

From Scott Floyd
DeRidder Terminal Mgr.

I would like to give a Safety shout out to Charles Kunsky (Deridder Spotter). On Saturday 12/16 I called Charles on his cell phone about an issue at the mill and he didn’t answer so I tried back in a few minutes later and he didn’t answer again.

I was in town and noticed our core truck going back to the mill so I followed it until we came side by side at a stop light. I pulled down my window and it was Charles,

I said I was trying to call you and he said “I know, I am not answering the phone while I am driving. It is my life I am risking”. Not only did Charles follow policy, he was also thinking of his own safety. Awesome job Charles.

Crain helps solve cross-country issue

From Randy Bailey
Mgr. Driver Services and Safety

Steven Crain has jumped through the hoops to help get these satellites in Kingsburg and Sacramento up and running.

He has worked with the technician at Pape KW in Fresno several times trying to figure out why these won’t connect to the ECM. Appreciate him taking the time to help out, he knows a lot about these systems.

BCT was ready to help mill on holiday

From Dan Bernert
BCT General Mgr.

Kudo’s to Scott Floyd (DeRidder TM), Ron Bates (Waco TM) and Rob Roop (Columbus TM), all of whom had action plans in place to send a truck and flatbed to our mill in International Falls, MN to retrieve a vacuum pump and rush to a repair facility in North Carolina.

Timing was such that our drivers that volunteered would have been on the road for the Christmas holiday. Many thanks to Shawn Derr (DeRidder driver) who was hooked to a flatbed and poised for the challenge.

Long story short, for the sake of saving time, the mill convinced the local carrier to make the trip. It’s uplifting to know that our folks are always willing to take on the “hard to do”.

Lots of miles and no late deliveries

From Amy Barron
Jackson Terminal Mgr.

Congratulations to Jerry Marshall, Rodney Morgan, Adrian Ward, Earl Moorer, Gary Weaver, Robert Baxter, Brad Webb and Fred McCoy for driving over 10,000 miles and having ZERO late deliveries for the month of December! We all appreciate your hard work!!

Thank you!
There’s no denying it now...winter is definitely upon us,” said Randy Bailey, Manager of Driver Services and Safety. “Every day now, in certain parts of the nation, we see photos of wrecks involving trucks that could have been prevented.”

“BCT has a long history of performing safely in winter months by comparison to other trucking firms,” Bailey said. “And over the past 20 years, we’ve watched our fleets carefully and come up with these tips to help avoid winter problems,” he added.

Here are seven winter trucking safety tips for staying prepared while on the road -- especially when visibility and road quality is compromised by snowy conditions:

1. Slow down
Driving at the speed limit may be legal, but is often too fast for snow covered or icy road conditions. It may sound obvious, but you’d be surprised how often speeding is the root cause for at-fault accidents.

2. Keep A Safe Following Distance
Keep a safe driving distance at all times -- if the leader of the pack makes an error, you likely will too. Additionally, don’t follow the tail lights of the vehicle ahead. When the snow is heavy and overall visibility is low, seeing the tail lights of the vehicle ahead means you’re following too closely.

3. Be Smart
Judgement counts for a lot when the weather is especially inclement. If the weather is so severe that you need to get off the road, do it. Find a place to get off the road safely and wait until conditions are safe. You may be concerned about hours of service rules and dispatchers, but it’s this kind of extra pressure that leads to poor decisions being made and truckers being put needlessly at risk.

4. Braking
Simply put: Do not engage the jake brake on icy terrain. Also, try to avoid overusing your foot brake, unless the entire unit is absolutely ‘straight’ on the road. If the entire unit isn’t straight, the trailer can slide and spin you out of your position simply because the truck slows down, but the trailer does not.

5. Check And Recheck All Systems
Do a full 360 degree check of all your systems before you leave. Check that the defroster and heater are working properly. Be sure your wipers, wiper motor, console lights, and brake and tail lights are fully operational. Top up your washer fluid, drain the moisture from air tanks, and clean all your windows and mirrors before you head out on the road.

6. Fuel Up
Keep your fuel tank topped up and make sure you’ve got good quality lug tires with proper tire pressure. These are both essential elements for good traction on slippery, icy, and snowy roads.

7. Stay Prepared
Pack winter driving essentials like extra food, blankets, a fully charged cell phone and the like in addition to your mandatory roadside emergency kit.
1st Quarter 2018

Emergency Maneuvers

Overview

Concentrates on the actions a driver must take in when an emergency occurs to avoid an accident, injury, loss, or death. Index: Emergency Maneuvers, Evasive Steering, Evasive Steering Procedures, Oncoming Vehicles, Stopped and Merging Vehicles, Off-Road Recovery, Emergency Braking, Brake Failure, More Brake Failure, Tire Blowouts

Log on Instructions

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)
   • Site ID: Type in “200744”
3. Click “Login”
4. Chose “Lesson Menu”
5. Choose “All Lessons By Title”
6. Choose “Emergency Maneuvers”
7. Disclaimer ... Choose “Accept”
8. Lesson loads and starts automatically
9. You see “Congratulations” when completed.

   Click “Stop” button to get credit for completing the lesson.