Fred McCoy helped BCT start 2019 on a high note as the first Owner-Operator of the year to earn membership in the Million Mile Club for driving safety.

During his time with BCT, McCoy has driven more than one million miles without a preventable accident. He joins a growing elite group of drivers who manage to deliver on time and do it safely.

“I never thought I’d still be driving after 32 years,” said McCoy. He was working in a plant in his hometown of Shubuta, Mississippi when he was encouraged to consider other careers. “You can do a lot better,” he was told by a co-worker.

He decided to attend a driving school and he’s been “on the road” ever since.

His first job was for a company driving coast to coast. After a few years, they went out of business and he moved on. He was working to build a trucking company and operated up to five trucks for several years. He heard about BCT and was looking for a place to put a couple of trucks in 2011. When he saw how well his drivers were doing, he started hauling for BCT as well.

He left for a brief time in 2014 after deciding to try something different. “You hear everything is... (Continued on page 6)
Fourth quarter tough on annual AFR with three preventable accidents

“The last quarter of the year wasn’t what we were looking for in terms of AFR,” said Randy Bailey, Manager of Driver Services and Safety.

In his last Accident Frequency Rate (AFR) report for 2018, Bailey said that one-third of all preventable accidents for the year happened during October, November and December.

There were a total of 24 preventable accidents during the year and eight of them happened in those months.

Drivers closed the year with three preventables in December while logging 108 million miles for an AFR of 2.78. All three accidents involved company trucks and two of those were by the same driver on the same day. One was a rear-end collision and the other a backing accident. The third preventable happened when a driver jackknifed his trailer.

The 12-month AFR was calculated at 1.68 preventable accidents in more than 13 million miles. Five months of the year were below the AFR goal of 1.1.

Company trucks traveled 5.27 million miles and had 13 preventable accidents for an AFR of 2.47. Owner-Operators had 11 preventable accidents in 9.02 million miles for an AFR of 1.22.

“While our AFR seems to compare favorably with similar companies across the nation, we’re really aiming towards improvement,” Bailey said. “Even though most of the accidents are relatively minor in nature, they affect costs and production and are often the result of losing focus before we’ve safely arrived and parked the truck.”

<table>
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<tr>
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<td>2.78</td>
</tr>
<tr>
<td>TOTALS 24</td>
<td>1.68</td>
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</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)

Tony Williams of Dallas, Texas Dec. 3 as a new Owner Operator out of DeRidder.

Michael Arnold of West Richland, Washington January 4 as a new Staffmark driver for Wallula.

Rod Andrewjeski and a new Owner and Michael Menrad as driver for a truck running out of Vancouver.


If you’re an Owner-Operator who knows a driver who would be a good ‘fit’ for BCT call 1-800-544-5989, Opt. 5.
The Federal Motor Carrier Safety Administration (FMCSA) has reached a decision on Stoneridge, Inc.‘s (NYSE: SRI) application for an exemption to rules governing “Parts and Accessories Necessary for Safe Operation.”

The regulatory body granted Stoneridge a five year exemption to install its camera monitoring system on trucks in lieu of two rear-view mirrors, finding that “use of the MirrorEye system in lieu of mirrors would likely achieve a level of safety equivalent to or greater than the level of safety provided by the regulation.”

The FMCSA decision effectively legalizes MirrorEye as an after-market product and opens the door for the National Highway Transportation Safety Administration (NHTSA) to gather data and conduct its own study once cameras hit the road. NHTSA governs what can be installed on the factory floor by commercial vehicle OEMs; if and when that agency approves a device, the camera system can be built into trucks from the very beginning.

The camera replaces a truck’s mirrors with integrated external digital cameras and digital monitors inside the cab. Stoneridge says that its system’s expanded field of view, ability to display full-color night vision, and automated camera panning to continuously track the end of the trailer makes its system safer than conventional rear view mirrors.

MirrorEye isn’t just supposed to be safer, though: the improved aerodynamics achieved in European trucks by removing external mirrors created a fuel cost savings of 2-3%, according to Stoneridge.

The era of “if you can’t see my mirrors, I can’t see you” may be coming to a close.

The FMCSA verified that MirrorEye’s “wide angle, narrow angle and look-down cameras expand the [field of view] by an estimated 25 percent,” and noted the system’s fail-safe design: “The CMS has independent video processing of multiple camera images so that in the unlikely event of an individual camera failure, the other camera images continue to be displayed. This ensures that real-time images are continuously displayed without interruption.”

Glynn Spangenberg is a partner at Spangenberg Partners, Stoneridge’s commercial marketing and sales representatives.

Spangenberg said that MirrorEye originated as a proposal to the ATA’s Future Truck Committee in 2013, and that the product debuted at the ATA’s conference in Las Vegas in 2016. Stoneridge’s application to the FMCSA for its exemption was completed in December of 2017, and was just now finally approved.

“The FMCSA has been tremendously diligent to ensure that untested technology does not reach the public market prematurely,” Spangenberg said. He went to recount how delivering a truck equipped with MirrorEye technology to Washington D.C. and letting regulators climb inside and see its performance firsthand was a turning point for the product.

“This is a foundational platform for the future,” Spangenberg said, noting opportunities in data storage and collection and the real time insights into road conditions that could be gleaned from fully exploiting the technology.
Dental infection leads to driver’s death

BCT’s Randy Bailey said that one health issue that is seldom discussed in the world of trucking is dental health. Bailey, Manager of Driver Services and Safety, relayed the story of a 26-year-old driver who died last year following a tooth infection.

He said that Vadim Anatolyevich Kondratyuk was transporting a load from Truckee, California to New York when he started to feel pain in his mouth. In Oklahoma, a dentist diagnosed a tooth infection and prescribed antibiotics.

Kondratyuk went back on the road to complete his delivery, but the pain became worse and his mouth swelled, prompting his brother to fly to New York and escort him on the return drive to California.

In Utah, the 26-year-old was hospitalized after doctors said the infection spread throughout his body.

Kondratyuk, the father of two, died after his heart gave out.

“Vadim was a very humble and calm person. A wonderful father, husband, brother, son, and friend. He would always put others before himself and was known to be the peacemaker. He had a very close and special relationship with his two daughters and he loved spending time with his family,” the family said on the GoFundMe page.

Bailey said that information provided below and on the next page may help others who tend to ignore dental health until issues become serious.

Ignored teeth can turn dental problem into medical issue

Imagine visiting the dentist for what you think is a quick pain fix and ending up in a hospital emergency room?

Dr. Thomas Roemer, the dentist at the Iowa 80 Truckstop, has seen it too many times. His practice is 95% emergency, drop-in care, but too often it’s beyond any dental intervention.

“My biggest advice to truck drivers is to keep themselves out of a medical emergency by making sure a dental problem doesn’t turn into a medical problem... I’m not here to say to [most of my patients], ‘Hey, you need to get your teeth cleaned and examined.’ We’re beyond that. It’s a situation where they have to get some kind of care to try to stay out the medical emergency room. I know I keep saying medical, but there’s a handful of guys over the years I’ve sent to the hospital because I can’t even treat them. It’s actually that bad and I’ve said: ‘You really need to go admit yourself to the hospital.’

He adds: "When there’s an infection that goes down [a face] or below their collarbone or one that goes up into their eye and it’s really bad and one of their eyes is swollen shut and they can’t really see or drive, these will turn into blood-borne infections then that’s a life-or-death situation. And, again, it doesn’t happen all the time. But we see enough patients that they might come in just in the nick of time."

Roemer, who had his office in the nearby town of Walcott, IA, bought a Yellow Pages ad in the early 1990s. When drivers at the truck stop would look up dentists in the area, he was the first one listed.

"Over the years, since we got so many calls, I decided to set up shop here [at the truck stop] part-time. I was only here a day and a half a week for the first 10 years. After ten years, we made it full-time, and I’ve been out here full time ever since."

One of the problems that would-be patients face is pushback from their companies if they feel they have to stop for dental attention.

"I have company drivers whose boss will not let them stop and see me, and even if they do, they say they don’t have enough time. I tell them to tell their boss: 'Listen, if I don’t get help, I’m going to end up in the hospital and I won’t be making any money for (Continued on page 5)"
Good snacks, bad snacks for your teeth and drinks to avoid

Dr. Faryal Ismatt, in the West Sacramento, CA, office of Eureka Dentists, sees a fair amount of truckers, because the office is near the intersection of I-5 and I-80 and their lot is large enough to accommodate semis.

She says that drivers can boost their dental health by brushing more often and snacking on the right foods.

"Having a toothbrush and toothpaste in their truck can help prevent cavities. I also know that drivers snack a lot while they drive and they should keep away from power drinks because they're packed with acid and sugar."

Acid erodes teeth, she says, and that can cause cavities. Snacks that can help reduce acidity are nuts, cheese and gum or mints with Xylitol. "Chewing gum also produces more saliva and that reduces mouth acidity." Chewing after snacking also helps loosen food particles stuck between teeth.

"The main goal is to cut acidity in the mouth," she says.

Dental problem ends up medical concern

(Continued from page 4)

the company at all. They should tell their boss that he better lighten up a little and let them care for their dental health or it's going to get extremely worse."

Most dental emergencies from drivers include abscessed teeth, broken teeth, decayed teeth, and broken dentures.

"It's a lot of pain management," says Roemer. "Many drivers wait until there's a level of pain that's just too much to handle with over-the-counter medications. Pain is a big driver of my business. If I see nine or 10 guys in a day, five to eight of them are experiencing some kind of discomfort."

Mainly, Roemer says, he tries to get the drivers taken care of and back on the road until they can see their regular dentist and get their issues addressed.

Roemer notes that drivers' overall health affects their dental health. For example, many people with sleep apnea breathe through their mouths. "If you get dry mouth syndrome or if you're diabetic, your healing is definitely inhibited."

Bret Tucker, a dentist whose office is in Sapp Bros. Travel Center in Omaha, NE, agrees that drivers' overall health conditions such as diabetes, obesity, sleep apnea and hypertension can impact dental health. "Driver dental health varies just like the regular population. But most of them have worse health because they can't get in anywhere [a dentist office] and their overall health is not good. And, [dental health] is not a priority for them. Drivers get a lot more periodontal gum disease. And with their diabetes, being overweight, the bad food they eat and poor hygiene, their dental health is worse."

Tucker says: "Diabetes causes bone disease and gum disease and loosening of teeth. Just like everywhere else in the body, as circulation decreases, it hurts kidneys, eyes, feet, and it's the same in the mouth. [Diabetics] get a lot more abscesses, and infection are harder to cure."

Smoking, he notes, is the number one cause of periodontal bone disease. "Back when I went to school, they thought it was a contributing top-five factor, but smoking is the number-one cause of periodontal bone disease. Smoking cuts down circulation, and that cuts down healing."
**Million Miler**

**Fred McCoy**

(Continued from page 1)

better somewhere else and find out it was really better where you were.” McCoy said. He came back that year and stayed. He hauls paper out of Jackson to Texas and usually is loaded with scrap for the return trip.

When it comes to driving a million miles safely, he said it often “sounds easy.” Avoiding dangers is something that McCoy does with a basic approach: “I’m just always trying to be safe by looking far enough ahead so I can see something that might be out of the ordinary and prepare.”

“Fred is a great driver and person,” said Jackson Terminal Manager Amy Barron. “He is one I can always count on to do what he says he will do. He delivers his loads on time and safely without fail. He is a joy to chat with every time he comes in the office. If I ever have a question about a particular area or run going to TX I know he and I can figure it out together to make it work. He is a great asset to the Jackson Team.”

McCoy and his wife of 32 years were high school sweethearts and have one son together, Fred McCoy III. In his early years of trucking, he was gone for months at a time which he said was hard on his family. But that didn’t faze his son who followed in dad’s footsteps and is operating under his own authority. His other son is Fredrick Carter and has a total of three grandchildren.

Away from driving, McCoy has taken up carpentry as a hobby and helps friends and family with remodeling projects.

For his Million Mile accomplishment, McCoy receives a special plaque, watch and cash award.

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**A good slip & fall reminder**

**Watch your step ...wet and cold equals ice**

When I was putting my backpack into the truck of my car on a Friday afternoon in early December, I lost my footing a bit on ice that had built up behind my car. I didn’t fall or hurt myself, but it was a good reminder to watch my footing, even in a parking garage that should be dry.

Many people don’t think about ice being in a parking garage, but when there is an opening to the outside, water can get in and collect into ice. The ice is very slippery and hard to see, making it even more dangerous when you’re not expecting it.

-Cassie Wood

Driver Services and Safety Analyst

---

**Million Miler**

**Fred McCoy**

(Continued from page 1)

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Away from driving, McCoy has taken up carpentry as a hobby and helps friends and family with remodeling projects.

For his Million Mile accomplishment, McCoy receives a special plaque, watch and cash award.
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

Three Waco Company drivers were among the guests at the Christmas party put on by the warehouse. Ricky Horn, Ron Gustin and Frank Zito.

-Photo from Ron Bates
Gathering at Century Link Arena last month to celebrate the holidays were Boise employees, BCT Owners, company drivers and retirees.

From Upper left: Randy Bailey, Chris Linder and Becky Hamilton.
Steven Crawford, Maria, Shana Freedman and Sam Torres.
Mike Hayes, Maria, Rami Pystoe and Randy Bailey.
Controller Kimberly Erickson and husband Steve.
Christine Corthell, Jan Rohr, Suzi Palmer, Dan Bernert, Ross Corthell.
at gathering in Boise

From upper left: Dan Bernert, Roger Olds, Brent Martell and Amy. Danielle Malais and husband Tony. Center row: Jeff and Jan Rohr, Mike and Susanna Hage, Marybeth Netson and Christine Corthell, Gail and Charlotte Bosworth. Bottom row: Bruce and Laurie Newman with Tony and Danielle Malais. Chris and Lori Linder with Brandy.
New thinking to make resolutions really work

Establishing a clear vision of resolutions is essentially accepting that it will require some changing behaviors in order for you to succeed; you have to modify your thinking and re-wire your brain.

Wanting to change that default thinking “avoid doing it,” in effect just reinforces it. Instead, you have to have a clear vision of what you are going to get that it pulls you into it, and not to push yourself to get it. It has to be so appealing to you that you will think of it every day until you get it.

Here are some examples of possible resolutions for drivers with a “not-doing mind.” Next to them is how they should really write them with a “doing mind”:

1. **Lose weight**, instead write: put on and zip up those jeans in your closet. This is an image you can easily have in your mind of how good it feels to get in those jeans again, and if have them always in your truck, it will be a constant reminder of your goal.

2. **Get out of Debt**, instead write: increase my owner operator pay income by 20 or 30%. You can do this by getting more miles, investing your money, selling things online, etc. When you set a goal like this, you open your mind to new possibilities, instead of thinking of debt.

3. **Work less time**, instead write what will you do with that extra time, for example: spend more time with my family or friends, get more sleep, volunteer, etc. Anything that you will enjoy that time.

4. **Stop smoking or drinking**, instead write something that is more gradual with a complement, for example: if you smoke 1 pack a day write an objective to 1/2 pack and run a mile per day, or if you drink 2 days a week write 1 day a week and drink more water. Or maybe just start by visiting your doctor, watching your health has its benefits in owner operator trucking.

5. **Stress less**, instead write; have more fun at work, play with my kids more, learn relaxing techniques; learn a new hobby, etc. Try to visualize you enjoying more of the things you like instead of avoiding stress.

6. **Have no accidents or tickets**, instead write: Drive safer, always be on time, complete my pre-trip safety routine every time, enjoy driving under the speed limit. The idea is to focus on what you want to see happen and not to be stressed-out about what might happen.

#### Fire prevention

**BCT First Quarter 2019 Safety Training**

**LOGON**

Go to: [www.protread.com/](http://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”

4. Click “Login”
5. Choose “Lesson Menu”
6. Choose “All Lessons By Title”
7. Choose “Fire Prevention”
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.
Brakes locked up

The driver of a company truck was on Highway 190 near Jasper, Texas Dec. 7 at about 4 a.m. He reported that he tapped his brakes, the wheels locked up and the truck jackknifed into a ditch.

Damage to the company tractor included the fuel tank, regen box, cab mounts, bumper, hood, fairing and exhaust. There was rail and side damage to the trailer along with slight damage to the road and a fuel spill.

Car stopped, got hit

The morning of Dec. 18, a lease driver was in heavy traffic with merging vehicles on Highway 91 near Bellflower, California. The driver reported he was checking his rear view mirrors for merging vehicles when the car in front of him stopped. The driver was unable to stop the company truck and hit the stopped Dodge van.

Snowy roads, jackknife

Snowy roads in Spokane, Washington were blamed for a Dec. 27 accident involving an Owner-Operator. The driver reported he tapped his brakes as the traffic signal turned red. The empty trailer started to jackknife and clipped the vehicle in the next lane.

There was apparently no damage to the Owner’s tractor or the BCT trailer. However, a Toyota pickup received damage to it’s left mirror and fender.

Driver rams BCT

An Owner-Operator was climbing a steep hill on Highway 101 near Depoe Bay, Oregon just after midnight Dec. 28.

Even though he had his flashers on, he was hit from behind by a Chevrolet Cruze. The Chevy may be totaled and it’s driver was cited for careless driving.

A wheel, tire and mud flap were damaged on the BCT trailer.

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<th>Location</th>
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Three more Owner-Operators earn $100 for their clean inspections

Last month there was only one clean inspection to report and this month there are three ... much fewer than we typically see during a reporting period.

Owner Operators Rami Pystoe, Derick Williams and Dale Soulia (from three different fleets) were presented with a safe bill of health after their roadside inspections in December.

“Clean inspections are important,” said Randy Bailey, manager of Driver Services and Safety. “It shows these drivers have done adequate pretrip inspections to be certain they are operating safely and legally.”

Each clean inspection earns Owners $100 which is added to his settlement.

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<td>Dale Soulia</td>
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CSA Reports for Owner Operators and Company Drivers

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Inc. = Inconclusive  No Vios = No Violations  * = Exceeds  Improving  Alert
Rule streamlines qualification for insulin-dependent drivers

After years in limbo, a final rule became effective in November allowing medical examiners — in consultation with a truck driver’s treating clinician — to decide whether an insulin-treated diabetic driver is qualified to get behind the wheel.

The rule eliminates a typical two- or three-month delay for diabetic drivers to navigate a bureaucratic process requesting an exemption from the Federal Motor Carrier Safety Administration after being automatically disqualified for having the condition.

A medical assessment form that requires a driver’s treating physician to submit to an FMCSA-certified medical examiner was approved by the White House Office of Management and Budget just in time for the rule’s Nov. 19 effective date. The final rule was published Sept. 19.

“Now there is a process that makes it easier for individuals that use insulin, as long as they maintain stable and well-treated diabetes and are able to operate in interstate commerce,” said Abigail Potter, manager of safety and occupational health policy for American Trucking Associations. “I know that there are drivers out there that have been waiting for this who didn’t want to go through the exemption process that takes forever.”

As of Dec. 31, 2016, there were 3,945 holders of diabetes exemptions, according to FMCSA. Under the old rule, about 76% of drivers that apply receive an exemption, Potter said.

Although FMCSA said the exemption waiting period on average has been 77 days, the old rule allowed the agency up to six months to make a decision.

“The old rule contained a blanket exclusion against insulin use regardless of how well a person managed his or her diabetes,” the American Diabetes Association said in a recent statement supporting the new rule. “In 2003, FMCSA began granting exemptions to individuals who could satisfy safety criteria and wait out a long and cumbersome application process.”

While waiting for the exemption, diabetic drivers were not allowed to drive, often resulting in loss of income.

Despite dropping the exemption process, a diabetic driver still must convince his treating clinician and medical examiner that his or her diabetes is under control.

Not only are diabetic drivers required to keep blood glucose self-monitoring records for at least the preceding three months, they must detail how many times per day they test their blood glucose, reveal if they have experienced any severe hypoglycemic episodes in the past three months, and if they have taken a Hemoglobin A1C measurement test intermittently over the past 12 months.

The treating physician’s assessment sheet must answer questions that reveal if a driver has such complications as renal disease, cardiovascular disease, peripheral neuropathy, foot ulcers, amputated toes or foot, gangrene or serious eye problems.

Although the rule likely will make it more convenient for diabetic drivers, it essentially transfers the decision-making burden to the medical examiner, who must gather the documentation to determine how well-controlled a diabetic’s disease may be.

The agency’s medical review board actually drew up the requirements for insulin-using diabetics to be issued an up-to-one-year medical certification.

“It was not something that we asked to do; it was something FMCSA wanted us to do,” said Brian Morris, a medical doctor and member of the board. “We put a lot of work into this, and in my opinion, we didn’t really have a level of comfort doing it. What it does, in essence, is shift the responsibility and liability on diabetics who use insulin from the FMCSA to the certified medical examiner.”

“I couldn’t imagine them doing these exams and feeling comfortable assessing somebody who is a diabetic using insulin,” he said. “Diabetes is a very complicated disease and is quite dangerous if the blood sugars go low or high.”
Vancouver looking for another great year

From Rebecca Moore
Vancouver Terminal Mgr.

Thank you to all the guys of the Vancouver Fleet.
Another year has passed and I want to thank all of you for a great 2018!
Let’s make 2019 the year of

- zero incidents
- zero accidents
- 100% OTD

and get each and every one of you home safe to your loved ones each and every day

Thank you again for all you do to make BCT/PCA a success.

Webbs help by getting loads by month end

Cassie Wood
Driver Services and Safety Analyst

I’d like to give a kudo to Brad and Mamie Webb for stepping up to help me out while Amy was out at the end of December.

Brad didn’t hesitate when I said a load needed to be picked up out of Deridder prior to month-end. Thanks for all you do!

Grateful for efforts helping customers

From Ross Corthell
PCA Director of Transportation

I want to thank all of you for all you do to help make our customers successful. You all work tirelessly to keep each other safe, deliver on our commitment to high levels of service, and utilize PCA’s assets to the greatest extent possible.

For that, I am both humbled and grateful.

Soulias always willing to step up and help

From Paul Fischer
Wallula Dispatcher

Would like to thank Owners Dale Soulia & Tyar Soulia, for their willingness to always step up when we are in need of help at our northern mills.

And wish all a Happy New Year and continue to be safe &

Submit Kudos to the newsletter?

Someone make you job easier, make a special effort for PCA/BCT customers, display their concern for safety?

Send it to: Craiglockwood@packagingcorp.com
Personal Conveyance: Frequently Asked Questions

1. May a driver, who drops his or her last load at a receiver’s facility use personal conveyance to return to their normal work location (i.e. home or terminal)? No. Returning home or to the terminal from a dispatched trip is a continuation of the trip, and therefore cannot be considered personal conveyance.

2. The guidance allows for “authorized use of a CMV to travel home after working at an offsite location.” What is meant by the term “offsite” when used in this context? The term refers to a location, other than a carrier’s terminal or a shipper’s or receiver’s facility, where a driver works for a temporary period for a particular job. Specifically, this term is intended for construction and utility companies that set up base camps near a major job and operate from there for days or weeks at a time. These remote locations are considered “offsite” locations. Therefore, travel between home and that offsite location is considered commuting time, and qualifies as personal conveyance.

3. Is personal conveyance treated any differently when the driver is hauling hazardous materials? No. There is no restriction on personal conveyance regarding hazardous materials transportation, provided that the driver complies with provisions of 49 CFR parts 177 and 397.

4. Can a driver who claims the short haul exception use personal conveyance? Yes, there is no connection between personal conveyance and the short-haul exception. As always, off-duty time does not extend the 12-hour duty time limitation.

5. How is personal conveyance time calculated in the hours-of-service rules? Time spent under personal conveyance is off-duty time.

6. May a driver use personal conveyance when they run out of available (driving/on-duty) hours? No, except for the one exception described in the guidance where a driver who runs out of hours while at a shipper’s or receiver’s facility may drive from that facility to a nearby, safe location to park, provided that the driver allows adequate time to obtain rest in accordance with daily minimum off-duty periods under the Hours of Service rules before beginning to drive. Personal conveyance is those times where a driver is operating solely for a non-business purpose and cannot be used to extend the duty day.

7. Are there maximum distance time or distance limits for the use of personal conveyance? No. However, it is important to note that the provision in §392.3 of the FMCSR’s, prohibiting the operation of a commercial motor vehicle while fatigued, continues to apply. Therefore, a driver must get adequate rest before returning to driving.

8. If a driver picks up the commercial motor vehicle from a repair facility once repairs are complete, would the driver be allowed to use personal conveyance to their residence from the repair shop? No, travel for repair and maintenance work is being done in the furtherance of the business and is considered on-duty time.

9. Can a loaded vehicle be used as personal conveyance? Yes. Determining personal conveyance is based on the nature of the movement, not whether the vehicle is laden.

10. Can personal conveyance time be combined with other off-duty time to complete a 10 or 34-hour break? Yes, since PC is off-duty time. However, it is important to note that the provision in §392.3 of the FMCSR’s, prohibiting the operation of a commercial motor vehicle while ill or fatigued continues to apply.

11. Can a driver be inspected during personal conveyance? If so, what is the driver’s duty status during the inspection? Yes. Since the driver is still subject to the FMCSR’s, the driver or vehicle can be inspected. The driver’s duty status would be “on-duty, not driving.” during the inspection.
Winter brings tough road conditions. Most accidents can be avoided if you slow down and increase following distance.

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Fred McCoy
Tony Humburg
Eric Jenkins
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