BCT was on cutting edge of cell phone safety policies

It was nearly ten years ago when BCT started thinking about the dangers of distractions while driving.

There had been a couple of accidents related to the use of cell phones and a couple related to other distractions. A driver reaching for a breakfast burrito lost control and rolled his BCT tractor and trailer down a mountainside in Eastern Oregon. An owner-operator rolled his rig while trying to pick up something from the floor of his cab. Information was coming out about the dangers of using cell phones which led to the recognition of other driving distractions. “While the act of dialing may be a momentary distraction, the real distraction comes as a driver’s focus is diverted or diminished by a cell phone conversation,” Bernert said.

“We were on the cutting edge of this safety movement,” said Dan Bernert, BCT General Manager.

New York was the first state to address the issue. By 2008, California banned holding a cell hone while driving. Louisiana, for instance, established it’s distracted driving laws in 2011. The Federal Motor Carrier Safety Administration published a rule banning the use of cell phones while driving commercial motor vehicles which took affect in 2011.

BCT, however, beat most states, the FMCSA and certainly almost all trucking companies by taking a tough stand …in 2009.

“The evidence on dangers of cell phone use while driving is overwhelming,” said Bernert in (Continued on page 7)
Lack of focus raises Feb. AFR

“Most of the preventable accidents this year have involved loss of focus and hitting fixed objects,” said Randy Bailey, Manager of Driver Services and Safety in his monthly report of Accident Frequency Rate (AFR).

Despite being a short month, drivers traveled more than one million miles (compared to 972,778 in January).

With three preventable accidents, the combined AFR for the month is 2.95 accidents per million miles of travel.

Total of preventable accidents so far in 2018 is five for the year-to-date AFR of 2.51.

“Unfortunately, it’s not the winter conditions that have caused these problems,” Bailey said. “But many times after surviving icy roads, difficult visibility and even other motorists, we relax a bit and lose our focus,” he said.

“Every one of our drivers can execute every move required to get from one terminal to the next,” Bailey said. “The important lesson is that we just can’t relax until we’ve safely parked at the end of our day.”

Drivers of company trucks are responsible for three of the preventable accidents of 2018 while driving 644,720 miles, giving them an AFR of 4.65.

Owner have traveled 1.3 million miles in two months with two preventables and an AFR of 1.49.

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

New Drivers

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)

Casey Draker of Pasco, February 6 as a new Centerline driver out of Wallula.

Gustavo Mejía of Pasco, Washington is a former Centerline driver who has purchased a truck and will become a new Owner-Operator out of Wallula.

Tito Catelo of Walla Walla, Washington February 9 as a returning Owner Operator out of Wallula.

Alfredo Garcia of Kennewick, Washington February 16 as a returning Owner-Operator for Wallula.

Martin Mosqueda of February 22 as a new Owner-Operator out of Wallula.

Charles Draper of West, Texas February 26 as a new Company spotter at Waco.

Jose Chavez of Pasco February 28 as a returning Owner Operator for Wallula Chips.

Marvin Lang of McIntosh, Alabama March 3 as a returning Owner-Operator for the Jackson Fleet.
Safety

The BCT fleet logged 1.02 million miles in February and recorded 7 total accidents, 3 of which were preventable. The resulting accident frequency rate (AFR) was 2.95 preventable accidents per million miles traveled. All three preventable accidents were low impact, with minimal damage and no injury to ourselves or others.

Keep in mind that most schools and universities have their spring break during the month of March, which will grow the pool of inexperienced drivers on our highways. Be aware of the signs of distracted drivers: swerving or difficulty holding a lane, changing speed frequently or difficulty keeping pace with traffic, last minute decisions or lane changes, and inattention or lack of response to stopped traffic, road construction, or other hazards. In other words, anticipate the mistakes of those around you.

In the regulatory safety compliance arena, our CSA scores improved or remained the same in all categories except vehicle maintenance, which bumped up one percentage point. Better yet, it marked three consecutive months in which we were not in alert status for any of the CSA basics. For those drivers that constantly generate clean inspections, we appreciate your efforts!

Service

We continue to raise the bar for our completion in terms of on time delivery performance as indicated in the table below. In February, we delivered 553 loads for White Paper at 99.1% on time to the day and 96.7% to the appointment. At Office Depot/Max locations, we delivered 124 loads at 98.4 % on time to the day and 96.8% to the appointment versus all other carriers’ cumulative average of 96.7% and 87.8%.

Hats off to Ron Bates (Waco Terminal Manager) and his crew for persevering two months without a dayshift planner and not missing a beat in terms of meeting customer expectations.

-Dan Bernert
BCT General Mgr.

Other

A couple of exciting projects currently in the works. Andy Sarrazin (Wallula Terminal Manager) is successfully growing his chip fleet to accommodate the increased wood residual needs that coincide with the conversion of #3 paper machine from label and release grades to linerboard in June. Rebecca Moore (Vancouver Terminal Manager) will be positioning 9 company trucks and 40 trailers at PCA/Salem Corrugated plant to provide dedicated service to their customers and exploit the synergies of inbound linerboard and outbound corrugated and DLK.

In the marketplace, the demand for trucking service continues to outpace trucking capacity and price trends are accelerating upward. Captive capacity operating at cost is looking pretty good right now.

Be safe, be on time and be proud of your accomplishments.

<table>
<thead>
<tr>
<th>OTD Performance BCT vs. Competition</th>
<th>All WP Customers OTD/Appmt</th>
<th>All WP Customers - OTD/Day</th>
<th>Office MaxOTD/Appmt.</th>
<th>Office Max-OTD/Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>BCT, Inc.</td>
<td>96.7%</td>
<td>99.1%</td>
<td>96.8%</td>
<td>98.4%</td>
</tr>
<tr>
<td>Core Carriers/3PL</td>
<td>89.5%</td>
<td>95.5%</td>
<td>87.8%</td>
<td>96.7%</td>
</tr>
</tbody>
</table>
**Hazard Perception**

**When you’re focused, you’re likely to avoid problems**

How well you recognize and react to the hazards you face every day as a BCT driver determines whether or not you will make it through the day without incident. There are all of the common hazards you see frequently...construction, debris in the road, drivers swerving, and accidents to name a few. And there are the unexpected things you don’t really expect -- like a giant rock rolling onto the highway off the cliffs of Hwy 730 near Wallula. The photos here are reminders of the things you see daily. And, when you are focused on driving and observing what’s happening around you, you can react quickly with a plan that helps you avoid incidents.

Take the test on the next page and see how you rate when it comes to hazard perception.

**Definition:** A road hazard is an outstanding characteristic of the road surface that could adversely affect a driver’s ability to control the vehicle or to see clearly.

**What’s a road hazard?**
- Road construction zones
- Pavement drop-offs
- Road debris
- Off-ramps/on-ramps

**User hazards**
- Anticipating a situation is key to avoid a user hazard as in this example where the motorist drifts into your lane.
- Blocked vision
- Intersections
- Parked Vehicles
- Children
- Inattentive drivers
- Disabled vehicles
- Accidents
- Confused drivers

**Proper planning**
- Observe
- Think fast
- Develop a plan

---

**If you’re involved in an accident...**

No matter what time of day or night,

Call 1-800-544-5989 #2
Another progress report on the new office and shop facility at DeRidder. The support structure was started last month and the blue metal skin was on site for what will be the first building in years planned specifically for BCT use.

Photos sent by DeRidder Terminal Manager Scott Floyd.
How loud is loud?

Most of us take our sense of hearing for granted … we assume that we hear what everyone else hears. Loss of hearing may not be realized until a friend or spouse screams in frustration, "Why don't you ever listen to me!!" This is because hearing loss is usually gradual.

Normally, it doesn't hurt, so we don't know it's happening. It doesn't annoy us like losing our eyesight. In fact, it is sometimes a blessing to tune out all the clutter and noise of the city and workplace.

Yet our ability to hear when we want to is precious and must be protected. Employers often reduce the amount of noise in the workplace by enclosing or muffling loud machinery (the quiet new compressor in Wallula is a good example), but they usually can't eliminate it entirely.

Regardless of how long you work in an area with high noise levels, you are probably required to wear some type of hearing protection. Some people consider this a nuisance. The more you know about those ears of yours, however, the more likely you will take responsibility for protecting them.

Do you realize that noise exposure off the job can also damage your hearing?

The critical sound level when hearing protection should be worn is 85 decibels (dBA), established for an 8-hour time weighted average. The louder and longer your exposure, whether at work, at home, or during recreation, the more likely your hearing will be damaged. If you want to have a sense of "how loud is loud," the above examples, along with their decibel rating, will give you an idea:

<table>
<thead>
<tr>
<th>Decibels</th>
<th>Sounds like:</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>A faint whisper</td>
</tr>
<tr>
<td>30-40</td>
<td>Quiet pleasant sounds, a bird chirping</td>
</tr>
<tr>
<td>40-50</td>
<td>Quiet to normal office sounds</td>
</tr>
<tr>
<td>50-60</td>
<td>Normal conversation</td>
</tr>
<tr>
<td>70-90</td>
<td>Heavy machinery, electric motors, garbage disposal, city traffic</td>
</tr>
<tr>
<td>90-100</td>
<td>Semi-truck, lawn mower</td>
</tr>
<tr>
<td>100-120</td>
<td>Jack hammer, power saw, motorcycle, rock music</td>
</tr>
<tr>
<td>140+</td>
<td>Near jet engine, gun shot (this level causes pain)</td>
</tr>
</tbody>
</table>

However, since the NRR is established in a laboratory with perfectly fitted plugs, experts recommend that the true rating is generally about 7 decibels less than indicated. Hearing protectors of the ear muff type are usually closer to the actual NRR.

Some degree of hearing loss is part of the normal aging process, but young people should also be warned about the dangers of a rock concert, boom box, lawn mower or loud car engine.
Leading the way against distracted driving

(Continued from page 1)

2009, announcing the company’s new policy regarding the use of cell phones. The ban affected not only drivers but company employees who talked to drivers. “It wasn’t an easy sell,” said Bernert said. Drivers, dispatchers and others were used to the convenience of just making a call or taking a call whenever they wanted.

“Many safety conscious companies have come to similar conclusions,” Bernert said. “And knowing the gravity of the issues involved, it would be irresponsible of us to allow continued risk of a cell-phone related accident, the GM said.

“We were saying to drivers, don’t use your cell phone unless you are safely parked off the highway,” Bernert said. “We said to let the phone go to voice mail.” BCT even rejected the idea of using hands-free devices, long before that was recognized as an equally dangerous habit.

Mike Hayes, Operations Manager, said in the 2009 announcement that dispatchers will be required to leave messages for drivers when making cell calls or use satellites for making driver contact. He said drivers are seldom more than 30-60 minutes from a stopping place where they can safely return or make necessary calls. “We’ll all get used to the change and it will soon become routine,” he said.

“By enacting this policy, we’re letting people know that we understand the severity of the problem and we’re doing something about it,” said Randy Bailey, now manager of Driver Services and Safety. Drivers using cell phone were to face stiff penalties if found using a cell phone while driving their trucks or convicted of a cell phone violation in their personal vehicles.

Science at the time had demonstrated that a person using a cell phone was distracted in a way similar to a drunk driver. Evidence was mounting showing the use of cell phones as a growing cause of vehicle accidents. The public debate resulted in most states considering some type of law regarding cell phones and other distractions. But even now, only 15 states have bans on the use of hand-held cell phones by all drivers.

BCT was recognized at the time as one of the pioneers on this issue. “This wasn’t easy, but the need was obvious,” said Bernert. “I believe our efforts set a standard and paved the way for others while certainly reducing distracted driving accidents.”

“We’ll all get used to the change and it will soon become routine.”
-Mike Hayes, Mgr. of BCT Operations. Quoted in the March, 2009 BCT Express

“By enacting this policy, we’re letting people know that we understand the severity of the problem and we’re doing something about it.”
-Randy Bailey, BCT Mgr. of Driver Services and Safety. Quoted in the March, 2009 BCT Express
Most recent report shows uptick in truck-related traffic fatalities

This fact sheet is present by the Federal Motor Carrier Safety Administration. Their mission is saving lives by reducing crashes, injuries, and fatalities involving CMV transportation through education, innovation, regulation, enforcement, financial assistance, partnerships, and full accountability.

2016 CMV –related fatalities by the numbers

- 37,461 lives lost on America’s roadways in 34,439 fatal motor vehicle crashes.
- 4,564 lives lost in 4,079 crashes involving large trucks or buses; fatalities increased 5% from 2015, and fatal crashes increased 6%.
- Large truck occupants comprised 16% of all large truck and bus fatalities, a 4% increase from 2015.
- Large trucks and buses account for 12% of the traffic fatalities.

Source: Fatality Analysis Reporting System (FARS) and Federal Highway Administration, Highway Statistics 2016 data

Ten States with the highest average of fatal large truck and bus crashes for 2014–2016

California, Texas, Illinois, Indiana, Ohio, Pennsylvania, New York, Florida, Georgia, North Carolina

These ten States represent:
- 51% of fatal crashes involving at least one large truck or bus
- 50% of fatalities resulting from a crash involving at least one large truck or bus
- 51% of all FARS fatal crashes

Source: FARS 2014-2016 data

Large truck fatal crash data

- At least 39% of large truck occupants killed in crashes were not wearing a seatbelt
- Speed was a factor in 17% of truck crashes with at least one large truck occupant fatality
- 61% of fatal crashes involving a large truck occurred in rural areas
- 27% of fatal crashes in work zones involved a large truck
- 6% involved large truck driver distraction as a factor, of which 16% was related to cell phone use

Source: Large Truck Fatal Crash Data 2016

How to avoid inspections, violations

What all PCA and BCT drivers must do to avoid most violations and Out-of-Service Orders:

- Don’t bring attention to yourself by speeding, making improper lane changes, or following too close.
- If you get stopped, you’re likely to get inspected which increases the opportunity for violations.
- Make sure you do a thorough pre-trip inspection and know for certain that all brakes are properly adjusted on both the tractor and the trailer; all lights are working properly, there are no air leaks, tires are in good condition, and all other items that appear on standard pre-trip walk around lists are in good condition.
- Make sure your log book indicates that your duty status is current and that you are operating within HOS 11-hour, 14-hour, 16-hour and 34-hour rules. Your log book should be filled out completely and it should be neat and clear.
- Finally, when you are involved in a roadside inspection, be sure to treat the officer with respect by complying politely and fully with directions and requests … it makes a difference.

REMEMBER … All roadside inspection forms must be turned in along with your driver envelope.
“Many parts of the country will be moving into Spring this month and new road construction projects will begin,” said Randy Bailey, manager of Driver Services and Safety.

So here’s a bit of a new twist on our annual reminder to all BCT drivers about slowing down and staying away from construction zone accidents:

1. **Expect the Unexpected.** Change is possible overnight where normal speed limits can get reduced, lane closures, narrowed or shifted lanes. Workers, work vehicles, or equipment may enter your lane without warning. Other vehicles may slow, stop, or change lanes unexpectedly.

2. **Don’t Speed.** Obey the posted speed limit signs at all times, even when there are workers not present.

3. **Never Tailgate.** Be sure to keep a safe distance behind the car ahead of you, the construction workers, and their equipment. Rear-end collisions account for 30% of crashes in work zones.

(Continued on page 11)
### 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>
<tr>
<td><strong>BCT, Inc.</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></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>
<tr>
<td>Mar. 5, 2018</td>
<td>4%</td>
<td>31%</td>
<td>0%</td>
<td>76%</td>
<td>12%</td>
<td>41</td>
</tr>
<tr>
<td><strong>Company</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></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>
<tr>
<td>Mar. 5, 2018</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
<td>43%</td>
<td>0%</td>
<td>37</td>
</tr>
</tbody>
</table>

Inc = Inconclusive   No Vios = No Violations   * = Exceeds   [Improving]   [Alert]

### March Anniversaries

<table>
<thead>
<tr>
<th>Driver</th>
<th>Location</th>
<th>Start</th>
<th>Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALONSO, ADRIAN</td>
<td>Wallula PCA Dedicated</td>
<td>3/6/2015</td>
<td>3</td>
</tr>
<tr>
<td>APPELGATE, DALE R</td>
<td>LCC I-5 BCT</td>
<td>3/27/2006</td>
<td>12</td>
</tr>
<tr>
<td>FLORES, JOSE C</td>
<td>Wallula PCA Dedicated</td>
<td>3/31/2006</td>
<td>12</td>
</tr>
<tr>
<td>GARNER, JACK E</td>
<td>Boise Trkg</td>
<td>3/14/2016</td>
<td>2</td>
</tr>
<tr>
<td>HARDEN, ALBERT</td>
<td>DeRidder Trkg</td>
<td>3/22/2016</td>
<td>2</td>
</tr>
<tr>
<td>KRICK, ALAN</td>
<td>Vancouver BCT</td>
<td>3/20/2015</td>
<td>3</td>
</tr>
<tr>
<td>LEWIS, JOSEPH</td>
<td>LCC South BCT</td>
<td>3/25/2013</td>
<td>5</td>
</tr>
<tr>
<td>MACCONNELL, MICHAEL G</td>
<td>LCC I-5 BCT</td>
<td>3/10/2017</td>
<td>1</td>
</tr>
<tr>
<td>MARTINEZ, USBALDO S</td>
<td>Wallula BCT</td>
<td>3/14/2017</td>
<td>1</td>
</tr>
<tr>
<td>MORGAN, RODNEY L</td>
<td>Jackson BCT</td>
<td>3/11/2011</td>
<td>7</td>
</tr>
<tr>
<td>OLIVA, SILVERIO</td>
<td>Wallula Trkg</td>
<td>3/17/2017</td>
<td>1</td>
</tr>
<tr>
<td>WEAVER, GARY S</td>
<td>Jackson BCT</td>
<td>3/21/2016</td>
<td>2</td>
</tr>
<tr>
<td>WEBB, BRADLEY D</td>
<td>Jackson BCT</td>
<td>3/10/2014</td>
<td>4</td>
</tr>
<tr>
<td>TORRES, ELISEO</td>
<td>Wallula Container</td>
<td>3/4/2015</td>
<td>3</td>
</tr>
<tr>
<td>ZITO, FRANK</td>
<td>Waco (CTC) P&amp;N</td>
<td>3/29/2012</td>
<td>6</td>
</tr>
</tbody>
</table>
Three BCT Owners receive $100 on their settlements for inspections

<table>
<thead>
<tr>
<th>Full Name</th>
<th>Truck #</th>
<th>Fleet</th>
<th>Date of insp</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rodney Morgan</td>
<td>06641</td>
<td>Southern</td>
<td>1/29/2018</td>
</tr>
<tr>
<td>Francisco Dejean</td>
<td>08612</td>
<td>Southern</td>
<td>2/8/2018</td>
</tr>
<tr>
<td>Martin Bolanos</td>
<td>03578</td>
<td>Chips</td>
<td>2/20/2018</td>
</tr>
</tbody>
</table>

Slow down, stay alert, pay attention to signs in work zones

(Continued from page 9)

4. Obey Road Crew Flaggers and Pay Attention to Signs. The workers know what is best for moving traffic in a work zone and the warning signs are there to help everyone move safely through the work zone.

5. Stay Alert and Minimize Distractions. Be sure to dedicate your full attention to the road and avoid any distractions that may take your eyes off the road. Always watch others brake lights on the vehicles ahead of you and watch the traffic around you so you can be prepared to react.

6. Keep Up With The Traffic Flow. Never slow down to check out what road work is being done. This can easily cause traffic back-up or even a crash.

7. Know Before You Go. Check radio stations, the TV, internet for traffic information; this will be sure to help you schedule enough time to not rush through work zones.

8. Be Patient and Stay Calm. Work zones aren’t there to inconvenience you. Work zone crew members are working to improve the road and make your future drive better.

9. Wear Your Seatbelt. It is your best defense in any crash.

10. Remember—Dads, moms, sons, daughters, brothers, and sisters work here!

If you are able to follow these work zone safety tips you will have a more pleasant driving experience in work zones and make it through safely. If these tips are disobeyed it can result in some serious fines and penalties.
Know how to help home or work burn injuries

Workplace burn injuries range from minor to life threatening. Everyone should know basic first aid for burns so that they can respond quickly and effectively when someone is burned on the job or at home.

First-Degree Burns
First-degree burns are the least serious type of burn. The affected area of skin will likely turn red and there will probably be some pain.

First aid for first degree burns is simple and involves:

- Applying cool water or wrapped ice
- Covering with a clean cloth or dressing
- Taking aspirin or ibuprofen to relieve pain

Second-Degree Burns
Second-degree burns are more serious, since the burn goes deeper. Following a second-degree burn, the skin will be red and blistered.

First aid for second-degree burns involves:

- Removing clothing covering the burned area, unless it’s stuck to the burned skin
- Applying cool water or wrapped ice packs

Third-Degree Burns
Third-degree burns are the most severe type of burn and may be life threatening. A person with third-degree burns requires emergency medical treatment. With third-degree burns, the affected area of skin appears white or charred. You may even be able to see exposed bones and tendons.

You should not try to treat or cool third-degree burns or remove clothing that is stuck to the burned area. Instead, you should:

- Leaving blisters alone and not breaking them
- Getting quick medical attention if the burn covers a large area or on is the face, hands, or genitals

Failure to properly and promptly treat second-degree burns can result in infection.

Chemical Burns
Chemical burns are a special category of burn and need different first-aid treatment. In addition to checking the chemical’s MSDS for first-aid instructions, employees providing first aid should:

- Remove contaminated clothing
- Flush burned skin or eyes with water for 15 minutes
- Cover the burned area with a clean cloth
- Get medical attention
Trucking

February Accidents

Trailer connects with guard rail

An Owner-Operator damaged a guard rail and a tire and axle of the trailer he was pulling during an incident in Marion, North Carolina February 6.

The driver was pulling away from the dock and turned too sharp when the trailer hit the guard rail.

BCT tractor sideswiped

A company driver reported that on February 13 at about 2 p.m., a pickup pulling a trailer sideswiped the tractor he was driving on I-75 near Plano, Texas. The tractor’s left mirror was damaged.

Secured door comes loose

A hostler in the Waco, Texas yard was backing a trailer in the early morning hours of February 15. He reported that both doors were secure but the right door came loose and broke off the hinges.

Winter weather related

A morning accident February 19 in Island City, Oregon caused damage to the right door of one trailer and the right front corner of the other trailer in the doubles set.

The driver reported that he was turning to park in icy conditions and, while the front trailer turned, the dolly did not. The extension box on the right door of the first trailer caught on the front corner of the rear trailer causing the door to be ripped off.

Tire debris causes damage

The left front tire of a BCT trailer blew out the morning of February 22 as a company driver was traveling on I-95. Debris from the tire hit a 2011 BMW causing damage to the right wheel well in addition to scrapes and damaged molding.

Other driver leaves scene

On the afternoon of February 23, a CTC driver was in a company truck in a double left turn lane of Hwy 6 in Waco.

The driver reported that as he was starting his turn, a Ford pickup went straight, striking the truck before backing up and leaving the accident scene.

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

Get Out And Look!
Spring brings new list of dangerous driving conditions

We’re entering the time of the year when the wintery conditions will change to rainy conditions presenting a new set of driving hazards,” said Randy Bailey, BCT Manager of Driver Services and Safety. “Accidents in this type of weather usually fall under the category of ‘Driving Too Fast for Conditions’,” he said.

Driving too fast for conditions is generally defined as traveling at a speed that is greater that a reasonable standard for safe driving. Wet roadways are dangerous, so you should reduce your speed on wet roads.

Bailey said drivers should consider these basic precautions:

**Beware of hydroplaning**
Hydroplaning occurs when a truck hits a slick patch of water at high speeds. To minimize hydroplaning effects, drivers should slow down, turn on the headlights to increase visibility and create a larger space between their truck and other vehicles on the road.

**Be aware of fog**
Fog often accompanies rain. To drive safely in fog, stay alert and engage the fog lights and low-beam headlights.
Never use high-beam headlights in fog. Defrost the windshield, follow the taillights of the car just ahead and clean the lights before entering foggy conditions.
If it’s too foggy you may want to wait it out...there are large chain reaction wrecks every year in extreme foggy conditions.

*If you’re out of the truck anywhere...*

This is what motorists see.
Who do you want to be:
The hard-to-see person?
OR
The BRIGHT person?

When you need to get out of your truck because it broke down or has a flat tire, or you need to check or secure your load, or you are putting on chains...for whatever you are doing, put on a high visibility vest.

Be the BRIGHT person.

Wear Your Vest!
Trucking

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

Industry response gets needed paper to Office Depot

From Ross Corthell
Director of Transportation

(Passed on an email from Rick Lentz, Supply Chain Leader, Boise Paper, to Industry Terminal Manager Abel Franco and Dispatcher Stephen Smith)

Abel/Stephen: Just want to thank you for getting a rush shipment over to Office Depot-Signal Hill this afternoon with the Aspen 100 product we just received in.

I know they are currently backordering customers, and hopefully this will prevent them from doing so again tonight. Thanks for making this happen.

Newest drivers are safe and prompt

From Abel Franco
Industry Terminal Mgr.

Kudos to new City Of Industry drivers Albert Cobos, and Alfred Grijalva.

Both drivers are doing a great job in the areas of safety and on-time deliveries. Keep up the good work!

Peter Moldovan (left) received his ten-year award last month from Waco Terminal Manager Ron Bates.

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. Choose “Lesson Menu”
5. Choose “All Lessons By Title”
6. Choose “Emergency Maneuvers”
7. Choose “Emergency Maneuvers”
8. Click “Accept”
9. Lesson loads and starts automatically
10. You see “Congratulations” when completed.

Click “Stop” button to get credit for completing the lesson.
Earn an extra $1000 in just six months!

**BCT's Driver-to-Driver Recruiting Program**

Recommend a new Owner-Operator to BCT and earn cash!

- **$500** when they sign on
- **$500** after six months

**Plus** 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 our safety and service standards.”

Pat Robinson
Recruiting Manager

Call Recruiting Manager

**Pat Robinson**
800-544-5989, Opt. 5

Openings now available!

ALL FLEETS