When DeRidder’s Ben Fakes is driving, he anticipates what other drivers might do. “I just expect them to cut in front of me,” he said. “You’ve got to be ready for that stuff or you don’t get the chance to avoid it.”

That awareness of what’s happening around him on the road is one of the reasons Fakes has earned the BCT award for Two Million Miles of safe driving.

It was nine years ago that Fakes joined the elite Million Mile Club...a million miles of safe driving without a preventable accident.

“Drivers who reach a million miles have demonstrated skills, pay attention to their surroundings and enough experience to avoid potentially dangerous situation,” said BCT’s Randy Bailey, Manager of Driver Services and Safety. “Adding a second million miles of safe driving deserves even more respect,” he said. “These men really ‘walk the talk’ of safe driving.”

Fakes uses several techniques to keep him alert and aware of potentially dangerous situations. For instance, he pours himself a cup of coffee while at the side of the road. That simple activity is one distraction that has led to many accidents and he simply takes that possibility out of the equation.
Two accidents deemed preventable in March

Accident numbers for April were down from the previous two months according to the monthly AFR (Accident Frequency Rate) report from Randy Bailey, Manager of Driver Services and Safety.

Two preventable accidents in 1.01 million miles left a combined AFR of 1.97 and a Year-to-Date AFR at 1.67.

Bailey said one of the two preventables involved a company driver hitting a fixed object in Wallula. The other was a Southern Owner-Operator backing into a fixed object.

“We are getting into the busy part of the spring where road construction projects are getting started and more people are out enjoying the warmer temperatures,” Bailey said. “Please be careful and watch out for motorcycles and construction workers.”

Company trucks traveled 261,677 miles with the one preventable wreck for an AFR of 3.82. Owner-Operators had an AFR of 1.33. But because they traveled so many more miles (751,177), their accident rate was much lower.

Year to date, company trucks have been involved in three preventable accidents for a 4-month AFR of 2.72. Owners have logged over 3 million miles in 2017 with four preventable accidents for an AFR of 1.29.

Form & Manner violations could cost Owners

After a view of “Form and Manner” on several trucks from fleets across the country, Randy Bailey noted a problem that will result in violations during a roadside inspection.

“Looks like there are several drivers who are not entering BOL#/commodity into and their trailer number on logs.

“Failure to enter this information on the log would result in a form and manner violation per FMCSA 395.8,” Bailey said.

“Something as minor as this would prevent them from earning money paid to Owners who have clean inspections,” he added.

Bailey asked driver to be sure they have filled out logs correctly and completely to avoid what could be a costly error.

---

ACCIDENT FREQUENCY

<table>
<thead>
<tr>
<th>2017 4-Month AFR</th>
<th>Preventable Accident*</th>
<th>AFR**</th>
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<tbody>
<tr>
<td>January</td>
<td>0</td>
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</tr>
<tr>
<td>February</td>
<td>3</td>
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<td>March</td>
<td>2</td>
<td>1.69</td>
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<tr>
<td>April</td>
<td>2</td>
<td>1.97</td>
</tr>
<tr>
<td>TOTALS</td>
<td>7</td>
<td>1.67</td>
</tr>
</tbody>
</table>

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

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

---

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)

Rudy Gutierrez of Covina, California, April 20 as a new Centerline driver at Industry.

James Dory of Fort Worth, Texas May 1 as a new Owner-Operator for DeRidder.

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

See Page 13 for details on how you earn cash for your “Driver to Driver” referrals.
Safety

BCT accident frequency rate (AFR) for the month of April rose to 1.97 preventable accidents per million miles traveled. We logged 1.01 million and recorded 2 preventable accidents, both of which involved drivers hitting fixed objects. Rushing, frustration, fatigue and/or complacency played a role in critical errors contributing to both accidents. Don’t forget to self-trigger on your state before maneuvering your equipment in tight quarters and when in doubt, Get Out And Look.

CVSA annual International Roadcheck will take place June 6 -8 this year.

Each year, International Roadcheck places a special emphasis on a category of violations. This year’s focus is cargo securement. Thorough pretrip inspections are always key to clean inspections. If you are departing the mill with roll stock, make sure friction mats are visible when you open the trailer doors…chances are you will be asked to open doors for cargo inspection this year.

Our children and grandchildren will be out of school soon. The odds are against them in terms of being involved in a serious accident. During the summer months, more teenagers are on the road and the number of deaths from crashes involving teen drivers soars to an average of 10 every day -- 16 percent higher than the rest of the year. According to AAA study, 60 percent of these crashes are caused by distracted driving. Talk to your children and grandchildren about the increased hazards of summer driving.

Service

Another outstanding performance for BCT with regard to on time delivery performance this month. For the third consecutive month, the gap between BCT (best) and our competition (rest) was significant as indicated in the table below.

Many thanks to our valued drivers, planners and mechanics whose efforts enable BCT to uphold our “carrier of choice” reputation.

In Memory

Carl Terpstra passed away on May 17, 2017 after a long battle with diabetes. Carl and his brother Hank were contracted subhaulers for our LA basin trucking terminals from 1976 through 2008. The Terpstra’s provided surge capacity for our Vernon, CA; then Chino, CA and finally Pico Rivera, CA terminal fleets and took good care of our Southern California paper customers for over three decades. Abel Franco (Industry Terminal Manager), Steve Wright (retired BCT Terminal Manager at Vernon, Chino and Pico Rivera) and Sheri Gallahan (Chino and Pico Rivera RSC’s) attended his service this past week. Rest in peace Carl.

<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 Max OTD/Appmt.</th>
<th>Office Max-OTD/Day</th>
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<td>95.0%</td>
<td>98.3%</td>
<td>96.6%</td>
<td>99.2%</td>
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<td>Core Carriers/3PL</td>
<td>92.9%</td>
<td>97.0%</td>
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<td>97.8%</td>
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The Commercial Vehicle Safety Alliance’s (CVSA) 30th annual International Roadcheck will take place June 6-8, 2017. Over a 72-hour period, CVSA-certified commercial motor vehicle inspectors in jurisdictions throughout North America will conduct inspections of commercial motor vehicles and their drivers.

Each year, International Roadcheck places special emphasis on a category of violations. This year’s focus is cargo securement. While checking for compliance with safe cargo securement regulations is always part of roadside inspections, CVSA is highlighting cargo securement safety this year as a reminder of its importance to highway safety.

Inspectors will primarily be conducting the North American Standard Level I Inspection, which is the most thorough roadside inspection. It is a 37-step procedure that includes an examination of both driver operating requirements and vehicle mechanical fitness.

Drivers are required to provide items such as their driver’s license, hours-of-service documentation, motor carrier registration and shipping documentation, and inspectors will be checking drivers for seat belt usage and the influence of alcohol and/or drugs. The vehicle inspection includes checking items such as the brake systems, cargo securement, coupling devices, driveline/driveshaft, exhaust systems, frames, fuel systems, lighting devices (required lamps), steering mechanisms, suspensions, tires, van and open-top trailer bodies, wheels, rims and hubs, windshield wipers, and emergency exits (on buses).

International Roadcheck is the largest targeted enforcement program on commercial motor vehicles in the world, with nearly 17 trucks or buses inspected, on average, every minute in Canada, the United States and Mexico during a 72-hour period.

Since its inception, more than 1.5 million roadside inspections have been conducted during International Roadcheck campaigns.

International Roadcheck is a CVSA program with participation by the U.S. Federal Motor Carrier Safety Administration, Canadian Council of Motor Transport Administrators, Transport Canada, and the Secretariat of Communications and Transportation (Mexico).

### Common vehicle problem areas during Roadcheck

The most common vehicle violations discovered during roadside inspections include:
- Inoperative required light
- Brake out of adjustment
- Inspection, maintenance, repair (a “catch-all” for vehicle violations)
- No current annual inspection
- Tire tread depth below 2/32 (non-steering axle tire)
- Oil or grease leak
- Brake hose not secured against damage
- Discharged or unsecured fire extinguisher
- Having a manual slack adjuster when an automatic slack adjuster is required (brakes)
- Inoperative/defective windshield wipers

Roadside inspections conducted during Roadcheck typically find the same violations found during roadside inspections conducted throughout the year. For drivers, these violations include:
- Log violation — general form and manner
- Speeding
- Failing to use seat belt
- 30-minute break violation
- False log
- No valid medical certification
- Non-English speaking driver
- 14-hour violation
- Invalid driver’s license
Moving furniture while backing causes injury

I am sure you all have done this (moving furniture).
I was helping move furniture this last weekend and one of the pieces was a hide-a-bed couch. I was on the end and walking backward into the front door and remember this thing is HEAVY and awkward and trying to tip it sideways to get in into the door way.

Well needless to say as I was stepping back my foot caught the step that I forgot was there and I went straight backward on my back and that heavy hide a bed dropped on my leg. Well I screamed like a little girl feeling like I had cut my leg off.

Rushing and Complacency played a part in this and ALL critical errors played a huge part.

- Rebecca Moore
Vancouver TM

Fred Martin, DeRidder Spotter says that he works safe “so that I can be sure that I can enjoy the horse riding trips that me and my wife Evelyn take on my off time.”

Live safe and work safe to get home to enjoy those who love and depend on you!
Fakes—Two million miles of safe driving

(Continued from page 1)

During the last decade, he has travelled into Houston frequently (nation’s 4th largest city) where he feels traffic has doubled since his first million miles of safety. “I’ve seen a lot more accidents from people in a hurry,” he said.

While Fakes doesn’t always know all of the accident details, he tries to recreate the situation in his mind with the idea that if he ever faces something similar, he’ll be ready to react.

Some of that thought process may have developed when he was serving in the Army. He spent some time as a safety NCO taking photos of and investigating wrecks.

Since retiring from the military in 1995, Fakes has spent most of his time with BCT.

“Ben is a driver you can always count on to do get the job done,” said DeRidder Terminal Manager Scott Floyd. “He is not only a driver but one of our trainers as well. Ben is always giving us a heads up about our customers and any road conditions so we can notify other drivers. I am glad to have him in my fleet and I congratulate him on his 2 million miles safe driving.”

These days, Fakes says most of his travels are within a 300 mile radius of DeRidder, partially due to the electronic logging. The routes become more routine and there are some advantages – like knowing how long it will take to get there, where to stop for fuel, etc. But he notices that the routine increases the opportunity for complacency. “A lot of times you don’t even realize it,” he said. “You don’t think about it until something different happens.” And that something different may require quick action to avoid a wreck.

Fakes was in high school when he received a farm permit to drive wheat truck on his grandfather’s Kansas farm. When his family later moved there, he got a job driving dump truck on a county road crew.

He and his wife, Claudia, have now been married 39 years. He enjoys hunting but “my wife doesn’t like killing.” So they settled on shooting as a hobby which includes their adult children and now grandchildren. He said it is a way to relax and relieve a little stress.

Is there three million miles of safe driving in his future?

“I’m just going to relax and take it by the mile,” he said.

Fakes earns a special plaque, watch and $2400 for his accomplishment.

Average driver would get to million miles in about 74 years, but not without wrecks

According to the US Department of Transportation, the average driver travels 13,476 miles behind the wheel. For that driver to reach a million miles of safe driving, he or she would have to drive for 74.2 years.

Assuming you had received your license at 16 years of age, that driver would be about 90 years old. But the odds are you would have had your first crash by the age of 34. And over the course of that long driving lifetime, you’d likely have three to four crashes...though chances are they would not be deadly.

According to the National Safety Council, there are about 10 million accidents of all kinds each year...from parking lot scrapes to multi-car pileups. But, in a recent year, only three of every 1,000 of those accidents involves a fatality.

To put the Two Million miles safe driving accomplishment of Ben Fakes and others from BCT who have reached that mark (Steve Smith a month ago and many others prior to that) into perspective, the average driver would have to drive 148 years or so to log 2 million miles. Their odds for doing that without a preventable accident are slim.

Fakes, for example, drove for eight year between earning his first Million Mile award and his Two Million Mile honors...about 125,000 miles a year.
The following was prepared by Carol Sangster, Sr. Risk Control Consultant for Wells Fargo Insurance Services. It was passed on by BCT GM Dan Bernert.

The Hazard = Fatigue, an unsafe condition

Fatigue – Key Risk Factors

- **Sleep Deprivation**
- **Sleep Timing** (variability – interruption of one’s Circadian Rhythm)
- **Sleep Environment Conditions** (light, noise, temperature, seasonal light/darkness, etc.)
- **Personal Health Factors** (sleep disorders, medical conditions, medications)
- **Workload** (personal, recreation, occupational)

**Fatigue vs. Sleepiness – different conditions, but related**

“Fatigue and decreased alertness resulting from insufficient or poor quality sleep can have several safety-related consequences, including slowed reaction time, reduced vigilance, reduced decision-making ability, poor judgment, distraction during complex tasks, and loss of awareness in critical situations...”

**Sleep Drive** or the urge to sleep; i.e. Sleepiness, is part of our biological Circadian Rhythm. Sleepiness typically increases late at night and peaks in early AM; and for some, there is a slight increase in early mid afternoon.

**TAKE ACTION - Fatigue Management:**

- Healthy habits (eating, exercise, no nicotine / drugs / alcohol)
- Sleep strategies for good sleep hygiene
- Assess & manage work, home & recreation routines
- Communicate & plan schedules
- Seek Professional Assessment at AASM accredited Sleep Center in your Community:

If you’re involved in an accident... No matter what time of day or night...

Call 1-800-544-5989 #2
BCT makes it easy for drivers to apply online

More and more commercial drivers are using smart phones and other devices to conduct their daily business.

That’s one reason why Recruiting Manager Pat Robinson is moving to the “QR Code” is advertising for drivers and other publications.

“It’s pretty neat technology for the tech savvy guys out there,” Robinson said. Drivers who see BCT advertising and decide they either want more information or to apply for an opening can simply scan the code and they are taken directly to the BCT website.

“Truckstops are packed with magazines with advertising from companies looking for drivers,” Robinson said. “One way we can stand out is to make contact with our company very easy.

There are a number of smartphone apps that can be used on Android and Apple phones. One that works very well is “QR Scanner.”

One downloaded, simply point your phone’s camera at the code and you’re taken directly to the website.

To get the QR code scanner app, go to your App Store and download one of the free applications.

QR codes storing addresses and URLs may appear in magazines, on signs, on buses, on business cards, or on almost any object about which users might want information.

Users with a camera phone equipped with the correct reader application can scan the image of the QR code to display text, contact information, connect to a wireless network, or open a web page in the telephone’s browser.

This act of linking from physical world objects is termed hardlinking or object hyperlinking. QR codes also may be linked to a location to track where a code has been scanned.

Either the application that scans the QR code retrieves the geo information by using GPS and cell tower triangulation (aGPS) or the URL encoded in the QR code itself is associated with a location.

Recruiters have started placing QR codes in job advertisements, while applicants have started sporting it in their CVs and visiting cards.

If you install a free App on your Smart Phone and scan the QR code below or on the BCT advertisement, you’ll be taken immediately to the BCT website (right).

From there, it’s an easy step to apply for openings using BCT’s online application process.
What percent of adult drivers have had an accident or a close call because they were tired behind the wheel? 4%

The National Safety Council (NSC) reports what percentage of fatal crashes involved a fatigue driver? 16.5%

Percent of adult drivers, who say they’ve actually fallen asleep at the wheel? 37%

Percent of fatigue-related crashes caused by drivers under the age of 25? 55%

How often should drivers take a break during long trips? 2 Hours

Getting less than this many hours of sleep triples your risk of getting in a fatigue-related accident? 6 Hours

How many hours awake, is a person considered as impaired as if he or she were legally drunk? 18 Hours

The number of drivers, who have driven drowsy in the past year? 168 Million

The number of fatalities from fatigue-related crashes? 1550 Fatalities

Recognize Effects of Fatigue

- Slower Reaction Time
- Trouble Paying Attention
- Difficulty:
  - Learning
  - Concentrating
  - Remembering
- Impaired Driving

BCT battling fatigue with information for drivers

In the next few months, there will be several items related to the topic of fatigue while driving. Much of the information and advice comes from articles passed on by Carol Sangster, Wells Fargo Insurance Risk Control Consultant.

Sangster works closely with BCT’s Risk Administrator Jan Rohr.

The Self evaluation on this page and the list of affects of fatigue on driving are the first installments.

Prefer to read the newsletter online? Go to...


Choose BCT, Inc. Newsletters then any month listed
May Anniversaries

<table>
<thead>
<tr>
<th>Driver</th>
<th>Location</th>
<th>Start</th>
<th>Years</th>
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<tbody>
<tr>
<td>ANDERSON, THOMAS</td>
<td>Wallula BCT</td>
<td>4/24/2010</td>
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</table>

Waco Terminal Manager Ron Bates was checking drop lots in Hockley, Texas where he ran across Cedric English and Bob O’Daniel taking a break from their day’s work.
Four new sets of trailers pulled into PCA’s Wallula Containerboard Mill and were loaded with boxes indicating a step towards updating and possibly growing the fleet.

Wallula Terminal Manager Andy Sarrazin said the 40-24 sets of doubles were built at Western Trailer Manufacturing in Boise.

“These are the first trailers purchased as part of a 5-year plan to revamp the box plant fleet,” Sarrazin said.

“We are scheduled to get 4 new sets each year until we (1) have enough equipment to keep up with what is expected to be rapid growth in box plant business, and (2) replacing aging fleet that currently exists.”
Chip fleet once again dominates clean list

Owner-Operators from chip fleets in the Northwest once again dominated the list of clean inspection during the last reporting period.

Out of six clean inspections, four were from chip fleet drivers.

"It’s important that our Owner-Operators are doing the things required by FMCSA to be sure equipment is operating safely," said Randy Bailey. "That’s why we’re happy to offer these rewards to drivers who do this part of their job so well."

<table>
<thead>
<tr>
<th>Driver</th>
<th>Fleet</th>
<th>Date of insp</th>
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</thead>
<tbody>
<tr>
<td>Martin Bolanos</td>
<td>Chips</td>
<td>3/30/2017</td>
</tr>
<tr>
<td>Wayne Smith</td>
<td>Southern</td>
<td>4/19/2017</td>
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<td>Alfredo Hernandez</td>
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<tr>
<td>Alan Massey</td>
<td>Vancouver</td>
<td>3/31/2017</td>
</tr>
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</table>

An Owner-Operator was backing to a customer’s dock in Portland, Oregon April 10 when the corner of his trailer hit the dock. Damage was to the lower corner of the right door.

A DeRidder spotter was moving a trailer from the dock and believed he had gear all the way up. But he was having problems with the gear handle sticking and believes he hit the lever causing the left landing gear to lower. It was damaged when he crossed the railroad tracks.

A Wallula chip driver was leaving the mill close to midnight April 28 when he hit a parked car. The wreck caused damage to the hood and headlight of the company truck. Damage to the injured Buick was left rear fender and tail light.
Trucking

Page 13

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>
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<td>APR 10, 2017</td>
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<td>0%</td>
<td>0%</td>
<td>46%</td>
<td>26%</td>
<td>39</td>
</tr>
</tbody>
</table>

Inc = Inconclusive  No Vios = No Violations  * = Exceeds

Openings now available!

BCT's Driver-to-Driver Recruiting Program

Recommends a driver to BCT and earn cash!

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

Call Recruiting Manager
Pat Robinson
800-544-5989, Opt. 5

"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
Kudos

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

Debbie, Amy help with Waco loads

From Cory Collins DeRidder Load Planner
I would like to thank Debbie and Amy for helping out on delivering some Waco loads to make sure we reach our 15 a Day commitment when Dedicated had to cover some Houston Port loads.

Thank you Ladies for all your help.

Thanks to all with thoughts, prayers

From Mike Hayes BCT Operations Mgr.
Thank you to all the folks at BCT for their nice words, prayers, condolences and the card last month.

Special thanks to Dan, for allowing me to take off work with zero notice for a week, which allowed me to spend my Mom’s last three days by her side, along with my brother and sister. Thank you all.

A driver down but industry still performs

From Abel Franco Industry TM
Kudos to the City Of Industry fleet. We were short a driver all month, and somedays short 2 drivers.

These guys picked up the slack and worked the extra hours, and drove the extra miles to get the job done. Thanks

Interdepartmental help gets tax report done

From Dan Bernert BCT GM
I would like to extend my thanks to Brian Thompson for his assistance in completing the 2016 BCT Mileage/Revenue Tax report.

Brian (Excel whiz kid) is a manager in our Corporate Transportation Group and this report was definitely outside his scope of responsibilities.

It sure didn’t stop him from offering assistance….Just another good example interdepartmental teamwork. Thanks Brian!

Two celebrate anniversary with BCT

I’d like to congratulate Shana Freedman on her work anniversary 4/15. She started as a CSR with Boise back in 2013 handling newsprint sales, then hit the lottery and moved to Trucking in May 2015. Since then she has done an excellent job load planning for both our I-84 and flatbed fleets. Thanks for all you do Shana.

Amy Cooper also had her 1 year work anniversary this month on 4/25. She has been load planning the Southern Owners since day one, during a very dynamic period in DeRidder history. I’m not really sure how she made it a whole year, she must be blessed. Thank you for your efforts Coop.

-Mike Hayes BCT Operations Mgr.

Before you begin a trip, consider these questions as you make your preparations:

- Did I thoroughly inspect my vehicle?
- Are my brakes adjusted properly?
- Am I well rested? Can I react quickly if necessary to avoid a collision?
- Is the windshield clean, inside and out?
- Are my headlights, and other lights and reflective surfaces, clean and working properly?
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

Report of accident must be made as soon as possible after the event.

Steve Smith picked up a little more hardware in Boise…his Two Million Mile plaque. He was featured in the April edition of the newsletter. Pictured with Steve are Operations Manager Mike Hayes (left) and Manager of Driver Services and Safety Randy Bailey.

Steven Crain hits 20-year anniversary

I would like to congratulate Steven on his 20 year work anniversary. He has been great asset to the company. Happy anniversary Steve!!!!

-Scott Floyd
DeRidder Terminal Mgr.
Federal Motor Carrier Safety Regulations §392.3  Ill or fatigued operator.

No driver shall operate a commercial motor vehicle, and a motor carrier shall not require or permit a driver to operate a commercial motor vehicle, while the driver's ability or alertness is so impaired, or so likely to become impaired, through fatigue, illness, or any other cause, as to make it unsafe for him/her to begin or continue to operate the commercial motor vehicle. However, in a case of grave emergency where the hazard to occupants of the commercial motor vehicle or other users of the highway would be increased by compliance with this section, the driver may continue to operate the commercial motor vehicle to the nearest place at which that hazard is removed.