Elgin’s Shane Harris

Long time BCT driver earns Two Million Mile honors

Owner –Operator Shane Harris says he doesn’t much like change.

One of the things that has been a constant for Harris in nearly 23 years with BCT is his commitment to safety. In 2009, he received an award for ten years of safe driving and working. Now he has taken driving safety to an elite level...2 Million Miles without a preventable accident.

Harris said he hadn’t paid that much attention to awards in the past. “But this is special…it says a lot about longevity. I can’t tell you how many drivers have come and gone over the years I’ve been here.”

He doesn’t like change – looking back to his comments in 2009 are one way of seeing the consistency that has made him a safe driver. “The biggest thing I do is everything the same way every time.” His pretrips, his process for hooking up his trailer and the fact that he starts over if his routine is interrupted.

He also thinks following distance has been the biggest contributor to his safe driving success. He knows how important it is to have lots of room around the truck to react to unexpected circumstances.

Harris grew up in the small Oregon town of Elgin. He went to high school, met and married his high school sweetheart Valerie there and they have raised their children in Elgin. While he was working the local sawmill, he could see mills around that were laying off employees and shutting down. His father, a former truck driver, told him “there’s always a job if you’re a good driver.”

He attended a quality driving school and worked for May Trucking briefly before deciding he wanted to be closer to his family more often. That’s when
AFR continues improvement after second good month

April turned out to be the second consecutive month with just one preventable accident lowering the 2018 year-to-date AFR (Accident Frequency Rate) to 1.52.

More miles in April lowered the monthly AFR to .70 from the March AFR of .85.

“It’s the kind of trend we like to see,” said Randy Bailey, Manager of Driver Services and Safety.

The single accident involved a company truck. Owner-Operator has zero preventable accidents in April. As a group, Owners have had three preventables in 2018 for an AFR of .96 after logging 3.1 million miles.

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

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)

Samuel Draper of Robinson, Texas April 9 as a new company driver at Waco.


Juan Cruz of Toppenish, Washington April 23 as a returning Owner-Operator for Wallula Chips.

Wesley Bass of Pasco, Washington April 24 as a new driver for the Vancouver Fleet. He will be driving for new Owner-Operator Eric Callaway.

Benjamin Farias of Pasco, Washington April 27 as a new Hostler at Wallula Container for Owner Robert Hurley.

Keith Kagele of Pasco Washington May 2 as a new Wallula Driver for JP’s Wolfpack (Owner Jane Powers).

Dwight Pardue of Richland, Washington May 2 as a new Wallula Driver for JP’s Wolfpack.

ACCIDENT FREQUENCY

2018 1-Month AFR

<table>
<thead>
<tr>
<th>Preventable Accident*</th>
<th>AFR**</th>
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<tr>
<td>January 2</td>
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<tr>
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<td>April 1</td>
<td>0.70</td>
</tr>
<tr>
<td>TOTALS 7</td>
<td>1.52</td>
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</table>

*A 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.

Company trucks have traveled 1.5 million miles in 2018.

Randy Bailey

“Randy Bailey

Company trucks have traveled 1.5 million miles in 2018.”
Safety to celebrate
A year of safe working and month of safe driving

Safety
In April, BCT drivers and Owner-Operators logged 1.43 million miles and recorded one preventable accident resulting in an accident frequency rate (AFR) of 0.70 preventable accidents per million miles traveled. Year-to-date, we stand at a respectable 1.52 vs. our goal of 1.10 or less. Our lone preventable involved a DeRidder company truck that changed lanes and did not see a vehicle in his blind spot resulting in minor damage to left front quarter panel of vehicle #2.

Any one of our 50+ million milers will tell you the key to their success was constant awareness of surroundings and anticipating the mistakes of others. Kudo’s to our dedicated fleets domiciled in Waco, Allen-town, Salem and at Wallula container, all of whom remain preventable accident free year-to-date.

On the industrial side of safety, we worked in excess of 20,000 hours without an incident. April 25, 2018 marked one year without an OSHA recordable incident for the BCT team…an accomplishment that we should all be very proud of. Don’t forget, it only takes one moment of distraction to change your life, or end someone’s life, and change a family forever…your continued commitment is key.

Commercial Vehicle Safety Alliance (CVSA) International Roadcheck is just around the corner (June 5-7). For 72 consecutive hours, certified inspectors will be conducting Level 1 inspections with a focus on hours of service compliance. BCT is currently grandfathered in on AOBRD’s rather than ELD’s…. make sure you specify if asked by an inspector. Drivers need to make sure they have an 8 day supply of blank paper logs on hand (in event AOBRD goes down) as well.

Service
We failed to meet our targets (96% appointment target vs. 95.4% actual, 98% day target vs. 96.6% actual) for the Office Depot/Office Max accounts as indicated in the table below.

Jackson based owner operator mechanical issues contributed our lackluster performance. Encouraging however, was the gap between BCT performance and the performance of our competition.

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

Other
Zipline Logistics surveyed more than 100 trucking companies and found that in the wake of the electronic logging device (ELD) mandate taking effect, driver morale is dropping, productivity is slowing and rates are rising, but safety is improving.

The primary reason for these developments (according to survey respondents) is because truckers have had to reduce the number of miles they drive due to the ELD’s restrictions, prompting truckers to demand higher wages (pushing up rates) and cutting back on productivity. 83% of the respondents said productivity is down since the ELD mandate took effect, and 71% said rates are up......some compelling reasons for us to continue to strive to reduce dwell times at our plants/mills and fall into that “shipper of choice” category.

<table>
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<th></th>
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<th>All WP Customers - OTD/Day</th>
<th>Office MaxOTD/Appmt.</th>
<th>Office Max-OTD/Day</th>
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</table>
Two million miles of safe driving!

(Continued from page 1)

he had a chance to drive for BCT Owner-Operator Brent Silvers who had five trucks on with the company. He learned from Silvers and others with experience who took him under their wings. “You can’t buy that kind of training,” Harris said.

There are photos of an area where Harris and others in the region drive frequently called Tollgate. Some photos show chip trailers running through the narrow two lane mountain route with snow higher than the trailers on each side. “It ages you in dog years,” Harris said.

When Silvers retired and sold his trucks, Harris hired on as a company driver out of the Wallula terminal. He did a lot of “local runs” between Island City and nearby LaGrande. As that slowed down, he got into hauling resin one way and wood products back. As demands have increased, more of his time is dedicated to that work. But he still never turns down a load and dispatch knows that if something needs to be done, Harris will do it.

“He thinks safety, he tries his best to be on time always and he is one that will help out if needed, not only with the dispatchers but other drivers too,” said Dispatcher Paul Fischer.

Harris also takes pride in the relationships he has with customers. He was told by a previous terminal manager that “everyone knows BCT, but you guys (drivers) are the only ones they see.” He said one of the best compliments he has had in his career was relayed by Wallula Terminal Manager Andy Sarrazin. He had met with mill officials in Kettle Falls where Harris frequently delivers. “They can’t say enough good things about you,” Sarrazin said. “Andy is a great guy to work with,” Harris said. “I’ve never felt like I work for him.” He said the terminal manager has helped me out of jams many times over the years. And of his dispatcher: “Paul and I have a great working relationship.”

He said it in 2009 and again this years: “BCT has been good to me.” And he appreciates the investment in new trailers and shop equipment by PCA that allows everyone to do their job better.

One of the changes for Harris since his last safety award nine years ago is that he and his wife now have two grandsons. And he and Valerie have been married for 30 years. There are long term marriage partnerships in both their families. Valerie’s parents have been married 60 years and his parents 40 years. All of their siblings are married to their original spouses.

Away from the truck… “I love to hunt and I love to fish,” Harris said. He’s adding fly fishing as a new skill to pursue.

Harris receives a cash award and a plaque honoring his Two Million Miles of safe driving.

Shane Harris (right) received his first safety award in 2009 from Wallula Terminal Manager Andy Sarrazin.

Shane Harris says “following distance” is his key to years of safe driving.
Filadelfo Rangel was a shipping manager at a warehouse where he worked in Sunnyside, Washington before he began his truck driving career. Now, he is BCT’s newest member of the Million Mile Club of safe drivers.

Rangel actually got a taste of driving in the yard where he worked which seemed to plant the bug to drive. He went for his permit and showed that to his supervisor. “He told me to go with a driver any chance I got,” Rangel said of his encouraging boss. Then he went out as driver with the supervisor in the passenger seat for a week.

“He let me use his truck and paid for the fuel,” said Rangel of his trip to Yakima for his drive test. “I got my license that day.” He showed his license to the boss. “He grabbed it right away and said ‘I’m going to put you on the insurance.’”

For the next four years, Rangel picked up experience picking up agricultural product from farms in the area and returning to the warehouse. On other hauls his experience grew to include flatbeds, refers and self-unloaders.

His love of driving moved Rangel to purchase his own truck, a 1989 model that he used when he first leased on at the Wallula terminal. Rangel knew nothing about hauling or loading chips and other wood products when he saw the ad for Owner-Operators at BCT. After an interview with Robb Stevenson, he signed on and rode with veteran Owner Operator Frank Valencia for a week.

Rangel said the old truck received special attention from law enforcement. He was stopped several times by officers who thought he wasn’t wearing a seat belt. But when they looked in, they saw that his truck was old enough to have only a lap belt as standard equipment.

The help and training he received from Valencia and other drivers early on stayed with Rangel through his BCT career. He shares what he has learned over the years with others who are new to the chip fleet. “I try to help them out a lot,” Rangel said of his efforts to pass his early lessons forward.

Rangel knows that a million miles of safe driving doesn’t come easy. “Every day is a different challenge,” he said. “Even if you go to the same place every day.”

(Continued on page 6)
Rangel earns award for safe Million Miles

(Continued from page 5)
you go to the same place every day.”

His secret: “Just pay attention and be alert.” He said that he is careful to slow down when conditions are less than perfect. Chip Haulers deal with mountain roads in snow and ice during Northwest winters. He slows down to start with in those conditions. But if he slips even a little, he slows down more.

Dispatcher Paul Fischer has praise for Rangel: “He thinks safety, he tries his best to be on time always and he is a driver who helps out when needed, whether by dispatch or other drivers.”

Rangel and his wife of 25 years, Enedina, have three daughters. He is proud to say that one is graduating from Washington State, another is in the Air Force stationed at Lackland AFB in Texas. His youngest is graduating from high school this year.

“I like fishing...a lot,” said Rangel of how he spends time away from driving. But, he doesn’t have much spare time. He said he and his wife have been flipping houses for the last four years which means there are always projects to complete.

Rangel receives a cash award, plaque and special Million Mile Club award for his safe driving accomplishment.
This past Sunday my boys and I were cleaning up in the back yard and had some hay bales that we were spreading out. The bales had been sitting a while and my youngest son (Alex) was picking the hay up in sections and spreading it in the yard when my oldest son (Ben) saw the snake come out from under the bale. Ben said dad can I pick it up (being a boy) I said NO because I was not sure of what kind it is and it could be poisonous so he grabbed his survival knife and killed it. Come to find out it is a ground rattler and they are poisonous. The point of the story is to always be on the lookout, Alex was only inches away from getting bit. The rest of the day we used shovels and forks to spread the hay.

-Scott Floyd
DeRidder Terminal Mgr.

**Snake interrupts cleanup at Floyd home.**

**Enjoy reading Safestart stories?**

Do they help you think of ways your states led to critical errors? Are these similar situations to some from your past?

Sharing these stories gives all of us a chance to learn from others and help prevent the same thing from happening to ourselves, our families and our friends.

**Safestart helps avoid 'Snake-in-the grass'**

**These four states...**

- Rushing
- Frustration
- Fatigue
- Complacency

**can cause or contribute to these critical errors...**

- Eyes not on Task
- Mind not on Task
- Line-of-Fire
- Balance/Traction/Grip

...which increase the risk of injury.
Will you be ready for Roadcheck 2018 June 5-7?

- An Out of Service (OOS) citation will cost on average $861, which does not include the costs of fines or repairs because of the inspection. If an OOS citation is given the driver cannot operate the vehicle until the vehicle and/or driver qualification violations are corrected.
- Be professional and courteous with inspectors.
- Make sure all cargo is tied down and secured no matter what the cargo is.

**2018 Roadcheck will primarily focus on Hours of Service (HOS) violations which will include the requirements for Electronic Logging Devices (ELD).**

- ELD mandate—Drivers need to know if they are operating with an AOBRD, ELD or one of the FMCSA exceptions for the use of an ELD unit. Drivers need to know how to operate and give instruction on various ELD issues; have a supply of blank records of duty status forms (minimum of eight days of forms).

**Don’t let the inspectors find anything wrong.**

- If an OOS citation is given, the driver will be placed out of service.
- If operating under an ELD exception, have a copy of the exception in the truck to provide documentation. Ensure your log book, if required, is current (up-to-date) to the last duty status and the last seven days are available for review. Make sure to have any receipts or other paperwork to support logs.
- Carry a driver’s license and current medical card (including any waivers). All commercial driver license (CDL) holders should have his or her current medical card linked at their state department of motor vehicles (DMV) office or state licensing agency.
- Other items of equal importance they will be watching for:
  - Wear your seat belt
  - Don’t be under the influence of alcohol or drugs
  - Don’t drive fatigued—be alert and stay alert.
- Avoid distraction: No cell phone use. Cell phone use is allowed only if hands-free equipment is used. Changing radio stations or CD’s, eating or other activities causing eye to leave the road.
- Before driving, complete a walk around (pre-trip inspection). Is your vehicle ready to drive and in working order? **Don’t let the inspectors find anything wrong.**
  - Make sure brakes are in working order...make any adjustments prior to driving
  - Check lights to make sure all lamps are in working order
- Don’t speed, safe following distances and make safe and necessary lane changes only when necessary.
- The annual inspection and registration should be in the vehicle with all other paperwork.
- Make sure the shipping paperwork for your trip is in order and current.
- Compliance, safety accountability (CSA) scores: keep in mind that all inspection results will become part of the company and your driving records under CSA.
- Ask for paperwork at the end of roadside inspections for documentation.

**Thousands of truckers will be pulled in for inspections**
"How about a reminder about safety vests," said Paul Fischer, a dispatcher/driver at Wallula. "I’ve noticed several drivers not wearing them."

While Fischer is quick to remind drivers who have forgotten their safety vest, it has been BCT and PCA policy for years that reflective safety vests be worn anytime a driver is on the job and out of his vehicle.

"Reflective safety vests are important to wear because they alert others around you to your presence," said Randy Bailey, Manager of Driver Services and Safety. "Your safety gear alone won’t prevent accidents as you must also follow proper work place procedures, but your use of reflective materials is important for keeping others from being too careless as they maneuver around you."

Bailey said that most drivers put their safety vests on before they start their work day and leave them on until they’re safely finished with their days work.

Reflective Safety Vests can annoy some workers because they add a layer of clothing that many see as cumbersome or hot. While summer temperatures on a job may cause you to think of your vest as a nuisance, the reality is that most reflective safety vests are composed of lightweight and breathable material.

"The goal of requiring our drivers to wear such gear isn’t for your inconvenience," Bailey said. "It is simply the best way to help others know when you are working in the area … others whose activities could be harmful if not avoided."

Bailey added that evening hours on a site can be especially dangerous because of the reduced visibility at night. "From dusk to dawn, your use of safety vests is important for those operating fork-lifts or driving through the site," Bailey said. "You aren’t easily seen without the bright material being reflected in the lights of vehicles and equipment."

"If your work places you on a road that is traveled by the public, it’s especially important that you wear gear to enhance your visibility to travelers," Bailey said. He said vests are available to drivers at all terminal locations.
### CSA Reports for Owner Operators and Company Drivers

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<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>
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* Inc = Inconclusive  
* No Vios = No Violations  
* * = Exceeds

### May Anniversaries

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<th>Company Level</th>
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<td>ANDERSON, THOMAS W</td>
<td>Wallula BCT</td>
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<td>BAILEY, RANDY J</td>
<td>Boise Trkg</td>
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<td>DORY, JAMES C</td>
<td>LCC South BCT</td>
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<td>ENGELDINGER, KEVIN D</td>
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BCT General Manager Dan Bernert attended a meeting in Wallula last month informing core carriers of coming changes with the conversion of the W3 paper machine from white to brown paper. Anthony Petrillo and Dina Calabro (PCA-Lake Forest) provided carriers with an overview of what to expect (modes, lanes, invoicing & Load ID changes, new drop lot and service expectations). Photo: L-R: Amanda Santana (Watco Rail), Michael Kupfer (UP Rail), Dina Calabro (PCA Transportation), Bill Angleton (Wallula Mill), Anthony Petrillo (PCA Transportation), Travis Chamberlain (Watco Rail), Terry Lydell (Wallula Mill), me, Brian Rippy (PCA Transportation), Bert Westover (PCA Transportation), Juanita Weber (Wallula Mill) and Joe Via (Watco Rail).

**Earn an extra $1000 in just six months!**

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

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

Call Recruiting Manager Pat Robinson

800-544-5989, Opt. 5

ALL FLEETS
I-5 fleet leads list of clean roadside inspections

Three of the seven drivers who received clean inspections during the last period were from the I-5 fleet.

Chips, Vancouver and the Southern fleets rounded out the list.

“Clean inspections are one of the indications that a driver is doing a good job on his pretrip and post trip inspections,” said Randy Bailey, Manager of Driver Services and Recruiting.

Each Owner Operator who received a clean roadside inspection receives $100 added to his weekly settlement.

<table>
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<th>Driver</th>
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<td>I-5</td>
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<td>Stephen Lasley</td>
<td>08711</td>
<td>Southern</td>
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<td>Omar Araiza</td>
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<td>Chips</td>
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<td>Benito Longoria</td>
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<td>Timothy Covey</td>
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April Accidents

The driver of a company truck was traveling in the middle lane of I-20 near Duncanville, Texas the morning of April 2 when another vehicle clipped the right mirror. The other driver did not stop.

In the early morning off April 5 an Owner-Operator was travelling on I-75 near Frankston, Texas when he hit a deer. The collision resulted in front end damage to the BCT truck.

Another vehicle tapped the back of a BCT trailer as it was traveling on I-45 near Centerville, Texas April 9. The company driver pulled to the side of the road but the other vehicle left the scene. There was slight damage to the ICC bumper.

The trailer door of a 53-foot van came unlatched and fell off the trailer in the Waco yard the afternoon of April 6.

A spotter was moving a loaded container from the PCA shipping docks the evening of April 15 when he felt a shift and the container rolled on its side. The yard goat suffered fifth wheel damage while the container received damage to the side sections, upper coupler and king pin.

While backing to the dock at the DeRidder Mill April 8, the door of a BCT trailer came unlatched and hit the dock.

The driver of a company truck was changing lanes in Livingston, Texas when hit collided with a Toyota Camry. The company truck received minor damage while the Toyota had left front and back door damage.

An Owner-Operator backed up in a customer’s parking lot at the request of a forklift driver when he hit a parked car in Portland, Oregon April 25. Only the taillight of a Toyota pickup was damaged.
Trucking

Crews are putting on the finishing touches to the new terminal building in DeRidder. Terminal Manager Scott Floyd said work is still on schedule to allow the DeRidder shop and office staff to move into the new facility by the end of May.

DeRidder’s new terminal building should be operational May 31

Crews are putting on the finishing touches to the new terminal building in DeRidder. Terminal Manager Scott Floyd said work is still on schedule to allow the DeRidder shop and office staff to move into the new facility by the end of May.
**Kudos**

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

**Industry drivers show flexibility**

*From Stephen Smith
Industry Dispatcher*

A grateful shout out to all the City of Industry drivers (Ray Perez, Andy Esquivel, Carlos Jerez, Alfred Grijalva and Albert Cobos) for their flexibility in covering gaps in the dispatch flow due to lengthy load/unload times, traffic and other unanticipated delays.

By the end of the day their dispatch has been changed once or more.

Thanks for your willingness to change in order to meet the customers’ needs.

**Driver adjusts to take heavy load**

*From Shana Freedman
Boise Load Planner*

Dave Dessert called in last week with a load that weighed over 45,500 lbs. Although we don't want hauling these loads over contract weight to become the norm, thank you Dave for saving the mill and dispatch a lot of time and energy by making it work. He was able to be under legal limit by putting less fuel in, and because it was on a 48’ trailer, which is lighter.

**Jackson drivers with safe miles**

*From Amy Barron
Jackson Terminal Mgr.*

Please join me in congratulating Shana Freedman (center) on her five year work anniversary in April. Last year was a challenging one with us deciding to cease operations of the company flatbed fleet, but Shana adjusted, growing the Owner-Operator fleet and focusing on PCA business. Her I-84 fleet now is an integral part of the Wallula/NW Container loop, providing excellent service and saving PCA big dollars. That fleet also experienced 0% turnover since Mar 2017, which is unheard of in trucking. Thanks for your efforts Shana. We went out to lunch to honor Shana’s anniversary with Mike Sutton (PCA ATL sales) and Earl Kropp (PCA ATL GM).

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Shout out to Jerry Marshall, Adrian Ward, Robert Baxter, Eric Jenkins and Brad Webb. You all ran over 10,000 miles in the month of March with ZERO late deliveries. Thank you so much for you hard work!! Keep it up!

Also want to say thanks to Cassie Wood for being so good to work with on the Jackson load tenders. She is very easy to work with so that I can try to get the loads I need and the delivery times needed for my drivers. I appreciate her flexibility.

**Helwig flies to get Allentown trucks**

*From Shaun Reilly
Allentown Terminal Mgr.*

Thanks to Bob Helwig for flying down to DeRidder over two different weeks to recover two

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Kudos

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

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trucks that were transferred to the Allentown fleet.

We were able to get the trucks without issue and secure loads that delivered back into the Northeast.

New fleet starts with safe month

From Rebecca Moore
Vancouver Terminal Mgr.

I would like to give a big shout out to the guys in our Salem dedicated fleet!

We have gotten thru the first 30 days with zero incidents and getting deliveries made on time to our customers in a safe and timely manner.

It’s amazing how this group has bonded together making a great team. The guys will also go through their first Safestart training being put on by Ron Bates.

Congrats to managers for years of service

From Steve Smith
BCT Owner-Operator

(Passed on from Load Planner Shana Freedman)

Good morning. Glad to be back! Congrats Mike, Randy, Chris, Brent and Dan on your years at BCT.

Part of the reason it’s a great place to work is dealing with the same people every day.

Jason Britton (left) celebrated his 10 year anniversary on April 2, 2018. We presented this certificate to Jason at our April driver’s meeting.

- Rob Roop
Columbus Terminal Mgr.
Accidents are costly in many ways

Owners, companies all lose after wrecks

Everyone in trucking understands that accidents can be costly. But beyond that realization, the issue truly comes into focus when one starts analyzing and measuring the actual costs—both direct and indirect.

Lost time, for example, becomes a direct cost. Every hour that the truck is moving, it is generating revenue.

So when it could be moving and isn’t because of an accident, measurable revenue/income has been lost. Even a so-called “minor” accident can take hours—meaning hundreds of dollars in lost revenue—in filling out accident reports and waiting for repairs.

Indirect costs might or might not be harder to measure. In figuring the many ways—both direct and indirect—in which an accident affects and costs the motor carrier and the driver, it is no wonder that the trucking industry, the companies, and safety-minded independent contractors emphasize the importance of professionalism on the road.

Direct costs of accidents

Here are some other direct costs that can be easily tracked and recorded:

- Physical damage to other vehicles or property as well as to the truck.
- Medical expenses.
- Damage to cargo.
- Recovery and towing.
- Fines, and losses as a result of claims and litigation.

Questions and Answers

Vehicle Inspection Reports

- **Question 1:** Does §396.11 require the DVIR to be turned in each day by a driver dispatched on a trip of more than one day’s duration?
  - **Guidance:** A driver must prepare a DVIR at the completion of each day’s work and shall submit those reports to the motor carrier upon his/her return to the home terminal. This does not relieve the motor carrier from the responsibility of effecting repairs and certification of any items listed on the DVIR, prepared at the end of each day’s work, that would be likely to affect the safety of the operation of the motor vehicle.

- **Question 2:** Does §396.11 require that the power unit and the trailer be inspected?
  - **Guidance:** Yes. A driver must be satisfied that both the power unit and the trailer are in safe operating condition before operating the combination.

- **Question 3:** May more than one power unit be included on the DVIR if two or more power units were used by a driver during one day’s work?
  - **Guidance:** No. A separate DVIR must be prepared for each power unit operated during the day’s work.

A few of the indirect costs

Sometimes more difficult to pinpoint, here are some of the indirect costs caused by wrecks:

- Administrative/“discussion” time, which can mount up especially after a serious accident.
- Increased insurance premiums.
- Increased scrutiny and monitoring from the insurance company and the Federal Motor Carrier Safety Administration (FMCSA).
- Customer relations—customers select motor carriers whose safety rating and performance are not in doubt.

**Did you know?**

From Federal Motor Carrier Safety Regulations

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