Trucking planning for growth spurt in Wallula

Fleet may double to meet additional chip needs of converted paper machine

Andy Sarrazin is preparing for an expansion of operations at the Wallula, Washington Terminal. The planning that’s underway is the direct result of PCA’s recent purchase of three California operations – Sacramento Container Corporation, Northern Sheets and Central California Sheets and the conversion of W3 to brown paper production. In line with those transactions, PCA announced that we will discontinue production of white paper including uncoated freesheet and coated one-side grades of paper at the Wallula mill.

The company plans to convert that 200,000 ton-per-year No. 3 paper machine to a 400,000 ton-per-year high performance linerboard machine. Ultimately, that means the mill will need up to 100 additional daily loads of woodchips to supply the production capacity of the No.3 machine. Linerboard is used for the flat facings of corrugated cartons.

News of the PCA purchase and mill conversion comes at a time when the chip hauling operation had been downsized considerably. Several hauls were discontinued or diverted to other locations requiring Sarrazin to cut the fleet to about 35 trucks.

“By late spring or early summer of 2018 we’ll need to be running about 60 trucks.”

By late spring or early summer of 2018 we’ll need to be running about 60 trucks,” Sarrazin

(Continued on page 4)
There was a significant dip in the AFR in August with a single preventable accident resulting in an Accident Frequency Rate (AFR) of .93 accidents per million miles of travel.

August statistics bring the year-to-date AFR down to 1.44.

“We are travelling about a million miles each month,” said Randy Bailey, Manager of Driver Services and Safety. “That means that every preventable accident, even though it may be relatively minor in nature, translates to about 1.0 AFR.” The accident frequency rate is figured by dividing the number of preventable accidents by how many million miles were travelled by BCT Owner-Operator and company trucks.

In the case of August, the trucks traveled 1,073,312 miles so the one accident is divided by 1.073 to get the AFR of .93.

“Preventable accidents are those in which a driver failed by defensive driving to do everything reasonable to prevent the accident,” Bailey said.

So far this year, company trucks have covered 2.29 million miles with three preventable accidents and an AFR of 1.31. Owner Operators have covered more than 6 million miles with nine preventables, leaving this larger group of drivers with an AFR of 1.49.

### ACCIDENT FREQUENCY

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<tr>
<th>Month</th>
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<tr>
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<tr>
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<td>1</td>
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<tr>
<td><strong>TOTALS</strong></td>
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<td>1.44</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.

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**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)

- **Steven Horvath** of China Springs, Texas as a new CTC driver at Waco.
- **Guy Musgrove** of Waco, Texas August 21 as a new company driver at Waco.

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 15 for details on how you earn cash for your “Driver to Driver” referrals.
Jermaine Edwards joins BCT to plan for DeRidder Owner fleet

I am pleased to announce that Jermaine Edwards has accepted the position as the DeRidder Owner Operator load planner.

Although this position was based in our Boise, ID Office, Dan Bernert and Mike Hayes felt it would be beneficial to relocate the position to Waco, so that the planner would be able to interact with the drivers face to face.

Jermaine comes to BCT with five years experience in the industry. He started his career at Con-Way as an operations supervisor. His main purpose was to run the outbound dock, along with dispatching their city and linehaul drivers. Jermaine then worked three years at YRC freight as an operations manager, dispatching drivers and running the outbound dock. It was here that Jermaine met Ron Bates, Terminal Manager in Waco.

Bates says, “Jermaine had a great relationship with his drivers at YRC and his “Can Do” attitude would be a great asset to BCT”.

Jermaine graduated with a Bachelor of Arts in Public Administration from Texas State University.

Prior to going into transportation, he worked as a juvenile probation officer/manager. He then took a position as a Job Corps Career Advisor. The Job Corps’ mission is to help young people from 16 to 24, improve the quality and satisfaction of their lives through vocational and academic training.

While at the Job Corps, Jermaine had 3 people that were recognized on a national level for their performance. Part of the criteria for winning this recognition were that they had to have a high grade point average, be ranked high in their class and field rank.

When Jermaine is not working, he enjoys going to Baylor Football and Basketball games. He also follows USC’s sports programs. Edwards also likes to get out on the lake and fish with his family. Jermaine has been married to his wife, Sunny for 5 years and they have a 5 year old son, Jermaine Jr. Jermaine’s goal is to have enough children for a starting line up in football.

When asked what Edwards like so far about BCT he states that he “Likes the team environment”.

Welcome to the Team Jermaine.
There will likely be no idle trailers when operations gear up in 2018 at the Wallula Terminal. Anticipated demand at the Wallula mill will require the addition of ten new trailers to the fleet along with more than 30 new Owner-Operators.

**Growth requires more Owners and trailers**

(Continued from page 1)

said. That will give the fleet capacity to haul the extra 50 loads anticipated shortly after conversion of the paper machine. By the following year, he expects to be hauling an additional 30-35 loads a day. Adding to the chip loads is the need to haul about 20 additional loads of sawdust daily. The growth will also require addition of about 10 new trailers at a capital investment of $1 million.

The terminal manager said there will likely be a need to return to a 24-hour shop operation with three shifts to handle inspections and repairs of the growing fleet.

The finished product of the No. 3 machine means other possibilities for BCT trucking growth. “We have little to do with the product currently manufactured on #3 as it gets exported,” said BCT General Manager Dan Bernert. “Linerboard will create additional opportunities for BCT line haul fleets.”

“It’s great news for our operation but we have a lot to do to prepare,” said Sarrazin.

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**BCT Accident Reporting**

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
How to get the most from tires

“Do a few things properly and you can extend the life of your tires and reduce the cost of operating your truck,” said BCT Fleet Maintenance Manager Brent Martell.

While Martell is responsible for issues related to the maintenance of company trucks, he passed on facts about tire use that will also be helpful to Owner-Operators. “Smooth, even tread wear reduces your cost-per-mile,” Martell said. “It also helps insure a casing will be good for retreading, reducing the life cycle cost of the tire.”

Proper inflation is the starting point for insuring tires provide good service for the most miles. “And proper inflation is not the number molded on the sidewall,” he said. “That’s the minimum pressure for the maximum load.”

Proper inflation, according to Martell, is established by knowing the load and then inflating the tire to the best pressure that will carry the weight on the tires. That may take some research including contact with tire manufacturers and suppliers. In many cases, the best inflation pressure for the tire is less than what is molded on the sidewall.

Inflating tires to the pressure molded on the sidewall is technically over inflation which can be viewed as insurance against under inflation. Since tires typically lose 1-2 psi per month, tires can be underinflated when neglected for months.

“Tire thumpers” often overinflated tires because it creates larger margin of error. “But that can have a negative effect on tread wear,” Martell said. “That may be a tradeoff that prevents under inflation which might lead to roadside breakdowns.”

Alignment is the next area of concern for extended tire tread wear. “The reasons are obvious for the steer axle,” Martell said. “But improperly aligned tandem axles can also result in irregular steer tire wear.” That is because the thrust angle is not perpendicular to the centerline of the vehicle.

If trailer axles are improperly aligned the result may be “dog-tracking” where the trailer travels at an angle to the tractor. “Since the trailer tires are constantly being scrubbed at an angle, the resulting tire wear is often uneven and erratic.

Martell said that a “silent killer” of steer tires is a non-concentrically seated bead. That’s when the tire isn’t centered exactly on the wheel. Even a slight variation causes an uneven footprint and can cause a tire to wear out in half the time of normal.

To insure properly seated tires, rims must be lubricated and inflated horizontally. Checking that tires are concentric is as easy as measuring the distance between the rim and a molded rib on the lower sidewall at a couple of points on the tire.

In almost all cases, drivers can insure they get the most mileage from a set of tires by watching tire inflation and being sure tires are properly mounted.
Chip fleet stopped most often … most clean

**Brake issues top list of inspection issues**

Randy Bailey wasn’t surprised when he reviewed year-to-date roadside inspections recently.

“Brake issues were most common among the 32 inspections where violations were discovered,” said Bailey, Manager of Driver Services and Safety.

The report showed that 98 inspections had been conducted on company and Owner-Operator trucks since the beginning of 2017. “The good news is that 66 of those inspections resulted in clean reports,” he said.

“While we are concerned about the violations found, only 7 were followed by citations and six were placed out of service (OOS),” he added.

Three of the OOS orders were for brake issues, two were for overweight and three had multiple violations.

Fifty-six of the inspections were Driver-Only (Level 3) while another 26 were Walk-Around Driver/Vehicle (Level 2) and the remaining 14 were Standard Full Inspections (Level 1).

![Officer measures brakes during roadside inspection.](image)

“Our largest fleet operates in states where commercial drivers get a high level of enforcement attention,” Bailey said.

Wallula’s Chip Fleet was inspected in Oregon and Washington 36 times in a little over 7 months – an average of five inspections per month. While 24 of those stops resulted in clean inspections, only two resulted in citations (overweight load, seatbelt).

“The single out-of-service for Chip drivers came when an inspector discovered a cracked rim that was painted to cover the crack,” Bailey said.

Other fleets with a high percentage of clean inspections included Jackson (9 of 13), I-5 (8 of 9) and LCC South (8 of 13).

Brake issues figured in ten of the inspections. Three of those involved inoperable ABS lights. Others were mostly brake adjustment and airline issues.

Four drivers were stopped for speeding but only one resulted in a citation. Inoperable lamps figured in three of the inspection reports.

The best news resulting from a review of inspections is that BCT paid $5200 to Owner-Operators who received clean reports after roadside inspections.

“These are the guys who consistently do quality pre-trip inspections and catch problems before inspectors,” Bailey said.

“That’s the real key because it’s obvious from looking at the list of violations that nearly 100% of the violations that appear on the report can be prevented.”

*(See page 9 for results of 2017 Roadcheck results)*

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**Rear-End Collisions**

Rear-end collisions are among the most common serious accidents involving large trucks.

For most large trucks, keeping a safe following distance means maintaining a six to seven second following distance.

During adverse road or weather conditions, increasing your following distance even further is important to ensure you have adequate time to react and stop safely if necessary.
“Many of our drivers are nearing the more vulnerable age for coming down with the flu,” said Randy Bailey, Manager of Driver Services and Safety. “This information from the National Safety Council can help you through the flu season without incident.”

Fever, headache, fatigue, dry cough, sore throat, stuffy nose, nausea: If these symptoms hit, you may have been bitten by the flu bug.

Who is Most Vulnerable?
During the 2014-'15 flu season, people over age 65 comprised 60% of all cases of flu in the U.S., according to the Centers for Disease Control and Prevention. In February that year, the number of people over age 65 hospitalized for flu was the most since the CDC began recording those numbers in 2005.

Children from birth to age 4 represented the second-highest hospitalization rate.

A Flu Epidemic Every Year
Flu season occurs in the fall and winter, peaking between late November and early March, and it’s an epidemic every year. The makeup of flu viruses can change from year to year, making it difficult to predict.

Flu spreads through droplets when people sneeze or cough, and on surfaces. People are contagious one day before symptoms appear and up to a week after. When you don’t feel well, it’s best to take care of yourself and co-workers by staying home. And don't go back to work (or school) for at least 24 hours after a fever is gone.

What Can You do to Stay Healthy?
• CDC recommends everyone older than 6 months get an annual flu vaccine as soon as the vaccine becomes available; October is the ideal time to get vaccinated, but it’s never too late
  • If you don't like needles, ask your doctor if a nasal flu spray is available
  • Avoid being around sick people if possible
  • Wash your hands frequently with soap and water, or use hand sanitizer
  • Cover your mouth when coughing or sneezing, preferably with the inside of your arm rather than your hand
  • Avoid touching your face
  • Disinfect surfaces that may be contaminated

Death Rate From Flu is Hard to Calculate
It is difficult to calculate the number of flu deaths annually, according to the CDC. States are not required to report flu deaths, not everyone who dies with flu symptoms is tested for flu, and the virus can cause death when other health conditions are present.

About 5% to 20% of people in the U.S. get the flu each year, and an average of 200,000 people are hospitalized for it annually. Flu-related deaths range from about 3,000 to 49,000 a year, depending on the severity of the outbreak.

Keep yourself and others safer by getting a flu shot. Vaccines do not give people the flu. For more information about how flu vaccines work, visit the CDC website.

Did you know?

§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.

-From the Code of Federal Regulations
Wives of two Waco drivers become US citizens during ceremonies in San Antonio

The spouses of two Waco Terminal drivers were sworn in as Naturalized Citizens August 24.

Driver Rodrigo Granados’ wife, Rosaura Granados and Spotter Keric Donahue’s wife, Yazmin Perez-Donahue took the USA Citizenship Oath during 2 separate ceremonies at the Edgewood Performing Arts Center in San Antonio, TX.

During both ceremonies there were over 100 countries represented along with over 1000 new citizens taking the Oath.

This is long but rewarding process that takes many months to complete. A portion of the requirements are that the person has been a green card holder for at least 5 years. Be able to read, write, and speak English and have knowledge and an understanding of U.S. history and government (civics). Be a person of good moral character, attached to the principles of the Constitution of the United States, and well-disposed to the good order and happiness of the United States during all relevant periods under the law.

You are not considered a US citizen and until you take this oath:

**USA Citizenship Oath**

“I hereby declare, on oath, that I absolutely and entirely renounce and abjure all allegiance and fidelity to any foreign prince, potentate, state, or sovereignty of whom or which I have heretofore been a subject or citizen;

that I will support and defend the Constitution and laws of the United States of America against all enemies, foreign and domestic;

that I will bear true faith and allegiance to the same;

that I will bear arms on behalf of the United States when required by law;

that I will perform noncombatant service in the Armed Forces of the United States when required by the law;

that I will perform work of national importance under civilian direction when required by the law;

and that I take this obligation freely without any mental reservation or purpose of evasion; so help me God.”

We are very proud of both Yazmin and Rosaura.

-Ron Bates
Waco Terminal Manager
Twenty-three percent of Level I checks ended with out-of-service

Brake system violation lead list again

Commercial motor vehicle enforcement personnel in Canada and the United States conducted more than 62,000 driver and vehicle safety inspections on large trucks and buses during the Commercial Vehicle Safety Alliance’s (CVSA) 30th annual International Roadcheck, June 6-8, 2017.

Twenty-three percent of vehicles and 4.2 percent of drivers that received Level I Inspections were placed out of service.

International Roadcheck is a three-day enforcement event when CVSA-certified inspectors conduct high-volume, large-scale, high-visibility roadside inspections of large trucks and buses. Commercial motor vehicles and their drivers were checked at inspection sites, weigh stations and roving patrol locations along roadways in North America throughout the 72-hour enforcement initiative.

A total of 62,013 Level I, II and III Inspections were conducted during 2017 International Roadcheck.

19.4 percent of commercial motor vehicles inspected (Level I, II or III Inspections) were placed out of service. 4.7 percent of all drivers inspected (Level I, II, and III Inspections) were placed out of service.

40,944 inspections were North American Standard (NAS) Level I Inspections. A Level I Inspection is a 37-step procedure that includes examination of both the driver and vehicle. Other inspections conducted included the NAS Level II Walk-Around Inspection (12,787) and the NAS Level III Driver-Only Inspection (8,282).

7,713 inspections were conducted in Canada; 54,300 were conducted in the United States.

Vehicle-related results are as follows:

- Of the 40,944 Level I Inspections conducted, 23 percent (9,398) percent were placed out of service for vehicle-related violations.
- The top three out-of-service vehicle violations were for brake systems (26.9 percent of vehicle out-of-service violations), cargo securement (15.7 percent) and tires/wheels (15.1 percent).
- Of the 2,267 vehicles carrying hazardous materials/dangerous goods that received a Level I Inspection, 12.8 percent were placed out of service for vehicle-related violations.
- The top three vehicle violations related to the transporta-

(Continued on page 11)
# CSA Reports for Owner Operators and Company Drivers

<table>
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<tr>
<th>64%CSA BASICS</th>
<th>UNSAFE DRIVING</th>
<th>HOURS OF-SERVICE</th>
<th>DRIVER FITNESS</th>
<th>VEHICLE MAINT.</th>
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**BCT, Inc.**

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**Company**

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Inc = Inconclusive  No Vios = No Violations  * = Exceeds

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### September Anniversaries

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<td>O Dani el, ROBERT L</td>
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CVSA Roadcheck results predictable

(Continued from page 9)

Of the hazardous materials/dangerous goods were for loading and securement (40.4 percent of all out-of-service hazardous materials/dangerous goods violations), shipping papers (22.7 percent) and placarding (20.8 percent).

• 398 motorcoaches received Level I Inspections; 10.1 percent (40) were placed out of service for vehicle-related violations.

Of the vehicles placed out of service, brake adjustment and brake system violations combined to represent 41.4 percent (7,743) of all out-of-service vehicle violations.

Driver results are as follows:

• Of the 62,013 total Level I, II, and III Inspections conducted, 4.7 percent (2,940) of drivers were placed out of service for driver-related violations.

• Of Level I, II and III Inspections of vehicles carrying hazardous materials/dangerous goods, 1.9 percent were placed out of service for driver-related violations.

• Out of the 598 motorcoaches that received Level I, II or III Inspections, 3.8 percent (23) of drivers were placed out of service for driver-related violations.

• The top three driver-related violations were for hours of service (32.3 percent of driver out-of-service violations), wrong class license (14.9 percent) and false log book (11.3 percent).

• There were 710 safety belt violations.

The specific out-of-service (OOS) violation percentage distributions (numbers indicate a percentage of the total out-of-service violations by category) from 2017 International Roadcheck are shown in the chart (See Page 9).

Once violations of the regulations have been identified and documented on a roadside inspection report, roadside enforcement personnel use the CVSA NAS Out-of-Service Criteria as the pass-fail criteria for inspections.

During an inspection, if an inspector identifies critical violations, he or she will render the driver or vehicle out of service, which means the driver cannot operate the vehicle until the critical vehicle mechanical conditions or defects, and/or driver qualifications, are corrected.

If no critical violations are found during an eligible inspection, a CVSA decal will be applied as a visual indicator that the vehicle successfully passed inspection conducted by a CVSA-certified inspector.

The NAS Level I Inspection and NAS Level V Vehicle-Only Inspections are the only inspections eligible for issuance of a CVSA decal.

$100 for clean inspections

Every time an Owner-Operator completes a roadside inspection with no violations...BCT will add $100 to his settlement.

Cash in your pocket

Another good reason for good pretrip inspections checking brakes, lights, tires, crossmembers, etc. And...being sure your elogs, credentials and all other paperwork are up-to-date and available for inspection.
Randy Bailey reported that there were 14 inspections for Owner-Operators and company drivers during the last reporting period with six of the inspections being ‘clean’.

Five of the clean inspections went to the Owners listed in the chart representing three fleets.

Bailey said that eight inspections resulted in violations being discovered. Five of those were related to maintenance and three were driver related.

“For the drivers who received the six clean inspections, we greatly appreciate the thorough pre-trip inspections and keeping your documents in order,” Bailey said.

Each Owner receiving a clean inspection also receives a $100 cash award.

<table>
<thead>
<tr>
<th>Driver</th>
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<td>Daniel Magallon</td>
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<td>Chips</td>
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<td>Joseph Lewis</td>
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<td>Rick Abbott</td>
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<td>Dale Applegate</td>
<td>02608</td>
<td>I-5</td>
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</tbody>
</table>

Did You Know? You should reduce your speed by 1/3 on wet roads and by 1/2 or more on snow packed roads (i.e., if you would normally be traveling at a speed of 60 mph on dry pavement, then on a wet road you should reduce your speed to 40 mph, and on a snow-packed road you should reduce your speed to 30 mph). When you come upon slick, icy roads you should drive slowly and cautiously and pull off the road if you can no longer safely control the vehicle.

Did You Know? When it first starts to rain, water mixes with oil on the road making it particularly slippery.

Did You Know? Manufacturers generally advise drivers not to use a retarder [also called a "Jake" brake] on wet or slippery roadway conditions. In fact, a Safety Board Investigation of a motor coach crash that occurred in Canon City, Colorado, in December 1999, revealed that an enabled retarder most likely triggered the loss of control and eventual crash of the motor coach on a snow-covered and mountainous roadway.

**Federal Motor Carrier Safety Administration**

*Driving too fast for conditions is defined as traveling at a speed that is greater than a reasonable standard for safe driving. Examples of conditions where drivers may find themselves driving too fast include: wet roadways (rain, snow, or ice), reduced visibility (fog), uneven roads, construction zones, curves, intersections, gravel roads, and heavy traffic. The Large Truck Crash Causation Study (LTCCS) reported that 23 percent of large-truck crashes occurred when commercial motor vehicle (CMV) drivers were traveling too fast for conditions.*

*Reduce Your Driving Speed in Adverse Road and/or Weather Conditions*

Adjust your speed to safely match weather conditions, road conditions, visibility, and traffic. Excessive driving speed is a major cause of fatal crashes, and higher speeds may cause more severe crashes. The Fatality Analysis Reporting System (FARS) recently reported that 25 percent of speeding-related large-truck fatalities occurred during adverse weather conditions.
It was reported Aug. 1 that a driver backed into a pole at a customer’s scale and knocked the pole out of position hitting the building in an afternoon incident at Waco.

A driver for an BCT Owner-Operator was involved in a collision in Portland as he merged into traffic. The driver said traffic was taking turns merging when he was hit by a Toyota Rav.

Landing gear was bent in an August 2 incident at a customer location in Lacey, Washington. The driver said landing gear was up all the way but they still hit railroad tracks.

A CTC driver was in Mesquite, Texas the morning of August 4. He was coming to a stop at a red light when he hit the mirror of the vehicle stopped in the next lane.

An Owner-Operator collided with another vehicle in Kossee, Texas in the early morning hours of August 6. The BCT vehicle received left front damage and the other tractor-trailer may have been totaled.

A driver caused minor damage to a company truck August 4 when he hit a walkway near a tarping station in the early morning hours at Kettle Falls, Washington. Damage was to the exhaust stack.

An Owner-Operator reported that he accidently cut the headlights while driving on Highway 25 near Vineland, Alabama. Before he could get them back on, he drifted into a ditch causing damage to his tractor and the 53 foot BCT trailer he was pulling. The 3 a.m. accident damaged the step, fuel tank, lights and bumper of the tractor.

In the early morning hours of August 25, a company hostler was moving back to the dock when his trailer door swung open and hit the dock. Several hinges were damaged.

A Waco hostler was pulling out of a customer location when his trailer slid off the fifth wheel the morning of August 30.

A company driver was in the yard of a Fort Worth, Texas customer August 30 when his tractor was hit by another trailer as it was being moved from the dock.

1. Inoperative required lamp 2
2. No or defective lighting or reflective devices 3
3. Brake hose/tubing chaffing and/or kinking 4
4. Parts/accessories in unsafe condition 2
5. Tire tread depth less that 2/32 of an inch 8
6. Oil and/or grease leak 3
7. Brake(s) out of adjustment 4
8. No proof of annual inspection 4
9. No/discharged/unsecured fire extinguisher 2
10. Stop lamp violations 6
Truck 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.

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.

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.

Tough got going to beat Harvey

From Dan Bernert
BCT General Mgr.

Hats off to Ross Corthell, Mike Hayes, Scott Floyd, Cory Collins, Steven Crain, Mike Hage, Ron Bates, Stephanie Dunningue, Wa-co dedicated drivers, DeRidder dedicated drivers and Jackson/DeRidder owner operators for their efforts to ensure DeRidder mill customers received their roll stock while battling the aftermath of Hurricane Harvey.

Numerous road closures combined with hours of service constraints and lofty commitments created quite the challenge. In the BCT world, when the going gets tough, the tough get going....and they got it done!

Kudos

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

Openings now available!

BCT's Driver-to-Driver Recruiting Program

Recommend a driver to BCT and earn cash!

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

“Finding good Owner-Operators is important to BCT and we feel our own drivers may be the best source of new people who meet tougher new CSA standards.”

-Pat Robinson
Recruiting Manager

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

Driver Albert Taylor (right) is congratulated for his ten years of company service in Waco by Terminal Manager Ron Bates.
During the week of October 15-21, motorists throughout North America will experience heightened traffic safety enforcement, the Commercial Vehicle Safety Alliance (CVSA) announced. CVSA’s annual Operation Safe Driver Week is an educational outreach opportunity for law enforcement to reach both the commercial motor vehicle (CMV) and passenger-vehicle driver. Law enforcement will identify and issue warnings and/or citations to any driver (commercial or noncommercial) exhibiting unsafe behaviors.

The results of the 2016 Operation Safe Driver week finding were conducted by almost 3,000 law enforcement officials at locations across the United States and Canada. These enforcement officials issued warnings and citations to 20,648 drivers for unsafe driving behaviors. The top five warnings and citations issued to CMV drivers were:

- State and local moving violations 56.7%
- Speeding 19.6%
- Failure to obey traffic control device 7.6%
- Using handheld phone 2.4%

The top five warnings and citations issued to private passenger vehicle drivers were:

- Speeding 39.4%
- State and local moving violations 37.1%
- Failure to use seat belt 11.7%
- Failure to obey traffic control device 1.9%
- Inattentive and/or careless driving 1.5%

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6. Choose “Avoiding Roadside Collisions”
7. Disclaimer … Choose “Accept”
8. Lesson loads and starts automatically
9. You see “Congratulations” when completed.

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