Mill conversion grows demand on trucking

More loads, more trucks, more people at Wallula

Long-time company driver Salvador Anguiano, is pictured beside one of the 10 new 53-foot possum belly trailers that were need to grow the fleet for added capacity required by the Wallula mill conversion.

BCT rises to meet Wallula demands as need for materials and deliveries increase.

Terminal Manager Andy Sarrazin reports on how operations there are changing

Phase One of the conversion of W3 machine to brown paper is complete. From all concerned the process went very smoothly and most importantly, nobody was injured. This conversion brings an opportunity for growth in the Trucking Division not seen in over a decade. Despite an ever hardening market for truck drivers, we were able to build the fleet and supporting staff to meet the growing needs of PCA Wallula.

Notable changes:

Inbound wood fiber via truck

Prior to the shutdown the mill was consuming an average of 45 chip, 15 sawdust, and 20 loads of hogfuel per day.

Since start up those have increased to 100 chip and 30 sawdust loads, while hogfuel remains the same. A portion of that volume is hauled by other carriers.

(Continued on page 4)
Mileage rate up for several Owner Operator fleets

Pat Robinson, BCT Recruiting Manager, recently announced a mileage pay increase for Owner-Operators in Jackson, DeRidder and Boise Fleets.

Effective July 1, Owners in those fleets will receive an increase of five cents per mile, from $1.02 to $1.07 on the base loaded rate. Empty pay will remain at 70 cents per mile.

Robinson said that increase followed recent increases to company drivers. In addition, BCT is now offering free licensing to all Owner-Operators.

Be Aware!

Commercial Vehicle Safety Alliance’s (CVSA) Operation Safe Driver Week July 15-21, 2018

There will be extra attention to unsafe driving behavior of all 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)

Cesar Alanis of Pasco, Washington June 6 as a new Owner-Operator out of Wallula.

Craig Horne of Waco, Texas June 6 as a returning spotter for CTC Waco.

Everett Comer of Lessville, Louisiana June 8 as a new hostler at DeRidder.

Keith Kagele of Richland, Washington June 8 reactivated as a driver for JP’s Wolfpack.

Alvin Moreau of Kinder, Louisiana June 14 as a New Owner-Operator out of DeRidder.

Galloway Copeland of LaGrande, Oregon June 18 as a returning Owner for Boise vans.


Everett Comer of Leesville, Louisiana June 18 as a new DeRidder hostler.

Martin Tovar of Pasco, Washington June 20 as a returning Owner.Operator out of Wallula.


Antonio Perez of Pasco, Washington June 28 as a new truck Owner for Wallula.

D’Nora Tamayo of Pasco, Washington June 28 as a new driver for AVP Trucking.

Pat Little of Meridian, Texas June 28 as a returning driver for CTC Waco.

Audelino Pimentel of Pasco, Washington as a new Centerline driver for Wallula Container.

Arturo Alvarez of Benton City, Washington July 2 as a new Spotter for Wallula Container.

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

Complacency raises ugly head

Safety

After posting Accident Frequency Rates (AFR) below 1.0 per million miles traveled for the past three months, we took a step backward in June. BCT drivers and owner-operators logged 1.25 million miles in June and recorded 4 preventable accidents, resulting in an AFR of 3.21.

Year-to-date we stand at a respectable rate of 1.77 vs. our goal of 1.1 or less. Kudo’s to our dedicated fleets domiciled in Allentown, PA, PCA/Salem Container and PCA/Wallula Container, all of whom remain preventable accident free year-to-date.

We allowed complacency to get the best of us in all four low speed, no injury preventable accidents in which we made contact with fixed objects. Complacency is the silent killer…our brains constantly and unconsciously scan the environment for signs of danger. We notice and respond to what is unique, unusual, or threatening. Unfortunately, repeated exposure to situations, even if they are potentially dangerous, dulls our defense mechanism and our awareness. It’s very difficult to self-trigger on the state of “being complacent”. The most effective means of combating complacency is to avoid taking shortcuts (bad habits) and approach your maneuvers with the same passion and caution that you did when you were learning to drive a truck.

The most effective means of combating complacency is to avoid taking shortcuts (bad habits)

On the personal side of safety, the BCT team worked in excess of 20,000 without incident. Our commitment to working safely every moment of every day is paying some big dividends- the team has gone 14 consecutive months without an OSHA recordable incident, an accomplishment we should all be very proud of!

Service

We failed to meet Office Max/Office Depot target for on-time delivery to the day (98% target vs 96.3% actual), but hit target for OTD-appointment (96% target vs. 96.3% actual). Mechanical issues, Hours of Service/customer dwell time and aggressive planning of Southern Owners contributed to our lackluster performance. Reassuring however, was the gap between BCT performance and the weighted average of our competition as indicated in the table below.

Kudo’s to Rebecca Moore, Jenny Walker and our top notch dedicated drivers (Vancouver Terminal) for continuing to fulfill BCT commitment to meet service expectations and significantly lower freight costs at PCA Salem Container Plant. Many thanks to Brent Wagner (Plant GM) and Gary Burk (Shipping Supervisor) for acknowledging their efforts at May month end review.

Don’t forget, Operation Safe Driver Week, an annual enforcement spree put on by the Commercial Vehicle Safety Alliance (CVSA) will take place July 15-21.

During the weeklong blitz, enforcers will focusing on traffic violations, seatbelt enforcement, roadside inspections and driver regulatory compliance. Last year, nearly 39,000 citations and warnings were issued to truck drivers during Operation Safe Driver Week, most of which (84%), were moving violations (speeding, following too close, improper lane change, failure to obey traffic device, distracted driving and texting).

### OTD Performance BCT vs. Competition

<table>
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<tr>
<th></th>
<th>All WP Customers OTD/Day</th>
<th>All WP Customers -OTD/Day</th>
<th>Office MaxOTD/Appmt.</th>
<th>Office MaxOTD/Appmt.</th>
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<td>95.20%</td>
<td>95.30%</td>
<td>94.60%</td>
<td>92.60%</td>
</tr>
<tr>
<td>Core Carriers/3PL</td>
<td>88.60%</td>
<td>95.30%</td>
<td>84.60%</td>
<td>92.60%</td>
</tr>
</tbody>
</table>
We’ve added 10 new 53’ chip trailers to the pool, and relocated 6 trailers from Willamina, Oregon to Wallula. There are 23 owner/operators to date, and we have slots for 6-8 more in the next month.

Additional trucks will be needed when Phase Two is completed in October of this year.

**Outbound rolls daily will nearly double**

Although route guides are being established and there are still questions to be answered as to what lanes BCT will pursue, there is no question that the volume of outbound product has dramatically increased.

Prior to the conversion, the W3 machine was producing 520 tons/day. Immediately after that increased to 650, and projections have that number at 900 tons/day by December of this year.

**Incoming barges will needs shuttle trucks**

In order to find available fiber suppliers, buyers have had to reach out to sources outside of our normal customer base.

Barging chips up the Columbia River from locations in Western Oregon and Southwest Washington has become a viable option. Costs to re-dredge the mill’s barge slip were cost prohibitive and a site at the Port of Pasco was selected as an unload/reload location.

Product (mostly sawdust) will be unloaded from the barge to a concrete pad and then reloaded on BCT trucks and shuttled 12 miles to the mill. The first such barge will arrive in August and the number of barges/month will increase until it reaches a capacity of 9-10 barges/month by the middle of 2019. Each barge holds...
approximately 100 truckloads of product meaning we will transport upwards of 50 loads/day at the peak.

New scales, drop yard help traffic flow at mill

A new trailer drop yard is complete and we’ll begin moving equipment on site in early July. This new site will encompass all outside carrier and BCT dry van pools. There is room for 155 trailers (versus the 100 trailer capacity of the existing BCT yard) and it’s located at the mill Gate #3.

The procedures for dropping/hooking will be considerably more “driver friendly,” and I’ll distribute a set of instructions when they are finalized.

Getting in and out of the mill has long been a problem, particularly for chip trucks. There has only been one working scale and it had to be shared by both inbound and outbound trucks.

A new scale has been added for outbound traffic – both dry vans to check weigh and chip trucks for tare weights. Kiosks will be added in July that will allow chip trucks to scan in and out without leaving their trucks, thereby vastly improving the flow of traffic in and out of the mill.

Shops returns to 24-hour operations

We’ve added two new mechanics in recent months and are now operating the shop around the clock from 1100 on Sunday night through Friday night at 1100.

We are also adding a new Operations Coordinator position for which we are currently accepting applications.

-Andy Sarrazin
Wallula Terminal Mgr.
Steven Crain started as a mechanic in DeRidder working out of a service truck. Twenty years later, he had the honor of cutting the ribbon to officially open the new terminal facility. (left to right) Ross Corthell, Tony Hayes, Scott Floyd, Curtis Moore, Steven Crain, Cory Collins, William Mattis and Mike Stewart. More photos of the terminal on Page 9.

CVSA watching cars and trucks July 15-21 for unsafe driving

The Commercial Vehicle Safety Alliance’s (CVSA) Operation Safe Driver Week will take place July 15-21, 2018.

Traffic safety personnel will be on the lookout for unsafe driving behaviors by commercial motor vehicle (CMV) drivers and passenger vehicle drivers as we work toward zero deaths on our roadways.

Unsafe driver behaviors by CMV drivers and passenger vehicle drivers continue to be the leading cause of crashes. The Federal Motor Carrier Safety Administration’s (FMCSA) “Large Truck Crash Causation Study” cites driver behavior as the critical reason for more than 88 percent of large truck crashes and 93 percent of passenger vehicle crashes.

Examples of dangerous driver behaviors that enforcement personnel will be tracking throughout Operation Safe Driver Week are speeding, distracted driving, texting, failure to use a seatbelt while operating a CMV or in a passenger vehicle, following too closely, improper lane change, failure to obey traffic control devices, etc.

CVSA’s Operation Safe Driver Program was created to help reduce the number of crashes, deaths and injuries involving large trucks, buses and passenger vehicles due to unsafe driving behaviors.

During Operation Safe Driver Week, there will be increased CMV and passenger vehicle traffic enforcement.

Operation Safe Driver Week is sponsored by CVSA, in partnership with the Federal Motor Carrier Safety Administration and with support from industry and transportation safety organizations, and aims to help improve the behavior of all drivers operating in an unsafe manner – either in or around CMVs – through educational and traffic enforcement strategies to address individuals exhibiting high-risk driving behaviors.

To find out about Operation Safe Driver Week enforcement events going on in your area, contact the agency/department responsible for overseeing CMV safety within your jurisdiction.
Ten Owners earn extra $100 for clean roadside inspections

Ten Owner-Operators have earned an extra $100 on their settlements during the last two reporting periods of clean roadside inspections.

The list is dominated by the Chip Fleet with seven of the ten clean inspections. Owner Erisbel Gonzalez earned two clean inspections and $200.

The remaining three clean inspections went to drivers from the Southern Fleet.

“The company has been rewarding the efforts of Owners with extra cash for the extra effort they make to insure their trucks are always well maintained to federal safety standards,” said Randy Bailey, Manager of Driver Services and Safety.

<table>
<thead>
<tr>
<th>Driver</th>
<th>Truck #</th>
<th>Fleet</th>
<th>Date of insp</th>
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<td>Francisco Dejean</td>
<td>08612</td>
<td>Southern</td>
<td>4/24/2018</td>
</tr>
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<td>Erisbel Gonzalez</td>
<td>03485</td>
<td>Chips</td>
<td>4/30/2018</td>
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<td>Daniel Magallon</td>
<td>03601</td>
<td>Chips</td>
<td>5/2/2018</td>
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<td>Omar Medrano</td>
<td>03552</td>
<td>Chips</td>
<td>5/16/2018</td>
</tr>
<tr>
<td>Adam Walker</td>
<td>03481</td>
<td>Chips</td>
<td>5/17/2018</td>
</tr>
<tr>
<td>Jamol Brocks</td>
<td>08729</td>
<td>Southern</td>
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<td>Terry Altwater</td>
<td>03602</td>
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<td>Jeff Dolinger</td>
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<tr>
<td>Erisbel Gonzalez</td>
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<td>Chips</td>
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</table>
Driving CMV for personal use is clarified

A driver out of Vancouver, Washington was stopped at the Ridgefield Point of Entry Scales on a Monday. The officer was conducting a Level III—Driver only inspection and was checking log book entries. On the previous Saturday, the driver had the day off and had a log book entry of 17 minutes off duty driving, noting he was taking the truck to the shop for service.

The driver was cited for “False report of driver’s record of duty status”, a violation of CFR 395.8 (e)(1) “No driver or motor carrier may make a false report in connection with a duty status.”

Randy Bailey, BCT Manager of Driver Services and Safety, noted that the citation clearly fit within regulations citing 395.2 where it states “All time spent servicing, fueling of preparing a CMV for work or service is considered on-duty time.” Bailey said, “If he would have been going to the grocery store, it would have been off-duty driving.”

With the Electronic Logging Device rule now in effect for six months, the Federal Motor Carrier Safety Administration (FMCSA) is continuing to work to provide support and clarity to the industry as well as its law enforcement partners. A review of the inspections completed since the rule went into effect indicates that less than one percent of those vehicles inspected were cited for not having an ELD when required. In addition, Hours of Service violations are less than half of what they were a year ago.

On December 19, 2017, the Federal Motor Carrier Safety Administration (FMCSA) proposed revisions to the regulatory guidance concerning driving a commercial motor vehicle (CMV) for personal use while off-duty, referred to as “personal conveyance.” This final guidance applies to any driver authorized to operate a commercial vehicle for personal, or non-business reasons.

The Federal Motor Carrier Safety Regulations (FMCSRs) require drivers to document their Hours of Service (HOS) on records of duty status (RODS), identifying one of four duty status options: 1) on-duty not driving, 2) driving, 3) sleeper berth, and 4) off-duty.

The use of personal conveyance is a method used to account for the movement of a commercial motor vehicle (CMV) while the driver is off-duty. Motor carriers, at their discretion, may authorize their drivers to use a CMV while off-duty for personal conveyance. When this occurs, drivers are required to document such use as off-duty on their RODS, regardless of the method used to record the driver’s HOS (e.g., paper logs, automatic on-board recording device, electronic logging devices (ELDs), etc.).

This revised guidance focuses on the reason the driver is operating a CMV while off-duty to determine if the movement is considered personal conveyance, regardless of whether the CMV is laden.

The final notice provides a variety of scenarios in the guidance as to when the use of personal conveyance is allowable, and, includes passenger carrier specific scenarios. Specifically, the guidance clarifies issues such as:

- when using personal conveyance to leave a shipper or receiver and travel to a safe location for rest is allowed
- when commuting to and from work can be considered personal conveyance
- the use of personal conveyance does not impact on-duty time

The ELD rule required manufacturers to include a special driving category for “authorized personal use” which includes personal conveyance. Drivers authorized to use personal conveyance may use this feature, or remain in off-duty status. In either case, the electronic record should be annotated to explain the circumstances.
There were some loose ends being tied up but most is complete at the new terminal facility at DeRidder.
## CSA Basics

<table>
<thead>
<tr>
<th>CSA BASICS</th>
<th>UNSAFE DRIVING</th>
<th>HOURS OF SERVICE</th>
<th>DRIVER FITNESS</th>
<th>VEHICLE MAINT.</th>
<th>CRASH INDICAT.</th>
<th>ISS Score</th>
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### BCT, Inc.

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<th>May 7, 2018</th>
<th>June 4, 2018</th>
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<td>65%</td>
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<tr>
<td>No Vios = No Violations</td>
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<td>65%</td>
<td>65%</td>
</tr>
<tr>
<td>* = Exceeds</td>
<td>65%</td>
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<td>May 7, 2018</td>
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<td>June 4, 2018</td>
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<td>1%</td>
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### ACCIDENT FREQUENCY

#### 2018 6-Month AFR

<table>
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<td>May</td>
<td>1</td>
<td>0.85</td>
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<tr>
<td>June</td>
<td>4</td>
<td>3.21</td>
</tr>
</tbody>
</table>

| TOTALS | 12 | 1.77 |

*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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**Trucking is dangerous**

BCT General Manager Dan Bernert passed on this report from **msn money** indicating that despite the notoriety of other professions as being the most dangerous...trucking topped their list.

They said:

“Truck drivers had the highest number of fatalities on the job in 2016 more than any other occupation in the United States, with a death rate of 24.7 per 100,000 workers. Some drivers carry heavy and dangerous loads over large distances and will sometimes drive when they are tired, making the possibility of a deadly crash more probable. The report also found that out of all work injuries across all industries, transportation incidents remained the most prominent cause of death.”
June Accidents

A company driver was driving through a construction zone on Highway 290N June 4 when another truck drifted into his lane and clipped his mirror.

One June 5, a BCT Owner was stopped for traffic on Highway 47 when another vehicle hit him from the rear in the 1 p.m. accident.

A company truck was stopped when it was hit by another vehicle as it tried to squeeze between the company truck and a stalled vehicle during a nighttime incident June 12.

A company driver was in Grand Prairie, Texas June 13 at about 4:30 am. He forgot to set the parking brake and the tractor rolled into a parked trailer at the dock. Damage to the other vehicle was moderate but the company tractor received radiator, grill and hood damage.

An Owner-Operator was in LaGrande, Oregon the morning of June 13 and crossing railroad tracks. The crossing bar came down and was damaged.

A brick building was damaged as an Owner-Operator was pulling away from a Commerce, California dock the morning of June 18.

A driver returned to his parked truck the morning of June 13 to find that the left bumper, tire, wheel and hood had been damaged by a hit and run driver.

A driver was in Nampa, Idaho the morning of June 20 when he clipped a signal light while making a left turn.

The front panel and roof of a BCT van was damaged when an Owner-Operator hit a low hanging tree branch in Jackson, Mississippi the afternoon of June 20.

An Owner-Operator was in the BCT yard in Wallula, Washington at about midnight June 26. As he was backing into a parking spot his trailer hit a parked truck causing damage to the left fender, door and mirror.

<table>
<thead>
<tr>
<th>Driver</th>
<th>Location</th>
<th>Start</th>
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<tr>
<td>ALPIZAR, SAUL</td>
<td>Wallula Container</td>
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<td>ALTVATER, TERRY</td>
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<td>DeRidder Trkg</td>
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<td>LCC South BCT</td>
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<td>LONGORIA, BENITO</td>
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</table>
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

AMBEST offers fuel discounts to BCT

AMBEST has 320 truck stops nationwide. They have recently stepped up their fuel discounts for BCT...not quite as competitive as Pilot/FJ or TA/Petro, but within a nickel/gal at many locations.

I am working on getting their locations and fuel pricing posted to our website. Their “Service Centers” have repair shops and we now have accounts set up with them.

Go to https://am-best.com for service center locations.

-Dan Bernert
BCT General Mgr.

Congratulations to Wallula Owner-Operator Fernando Lizarazo (left) who recently got his US Citizenship during ceremonies by the US Citizenship and Immigration Services.
Earn an extra $1000 in just six months!

BCT's Driver-to-Driver Recruiting Program

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

✔ $500 when they sign on
✔ $500 after six months

Plus

One cent for every mile they run

"Finding good Owner-Operators is important to BCT. We feel our own drivers may be the best source of new people who meet our safety and service standards."

-Pat Robinson

Call Recruiting Manager

Pat Robinson
800-544-5989, Opt. 5

Openings now available!
Kudos

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

Down a driver, they still get the job done

From Abel Franco
Industry Terminal Mgr.

Big Kudos to the Industry fleet. We were short a driver for the entire month of June, but these guys picked up the slack and got the job done safely. Thanks again.

Need a vacation... no problem here

From Dan Bernert
BCT General Manager

Kudos to Rebecca Moore, Jenny Walker and their top notch supporting cast (drivers and Owner Operators).

Both Rebecca and Jenny took turns vacationing in Hawaii in June, while the other ran Vancouver operation solo without a hitch.

It takes a total team effort to make that happen. Congratulations to you and your team!

Chip fleet praised for trips to Lewiston

From Paul Fischer
Wallula Dispatcher

I would like to thank all the Wallula chip drivers for their help on the mill’s last drive to move chips to Lewiston.

We had a few that hung in there for the long run and for those a special thanks.

Thomas Anderson, Greardo Gomez, Juan Cruz, and Gustavo Mejia spent weeks on the road in their trucks to get this job done.

They worked with drivers who live up north as a team. Our job would have been a lot more difficult without them.

I know I’m most likely missing some of you, so THANKS to you all.

Complacency, leads to heading wrong way down one-way street

Several weeks ago I left the office to retrieve our office mail. I travel the same route all the time you would think I would have not made an error by turning literally down a 2-lane One Way street. YEP I did … before I could even self-trigger I was driving towards oncoming traffic.

What a surprise I had when I said (self what the heck are you doing) as all traffic is now coming to a halt and I am in the process of backing back into the intersection from which I came…forcing all of the other lanes to come to a stop and of course I am again thinking ...REALLY?

Needless to say I came away from the incident unscathed. But because I was being complacent it put me in the line of fire and my mind and eyes obviously were not on task.

This could have been so much worse.

- Rebecca Moore
Vancouver Terminal Mgr.

Would you like to submit a Kudo to the newsletter?

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

Send it to: Craiglockwood@packagingcorp.com
Cell phones now preferred for accident photos

“We’re now encouraging all PCA/BCT to use their cell photos for accident photos,” said Randy Bailey, Manager of Driver Services and Safety.

It’s no longer timely to wait for disposable cameras to arrive and wait for their processing, Bailey explained. Fewer outlets offer in house processing and the delay is now up to two weeks.

“Timeliness is critical for us to provide information to insurance companies,” and electronic devices (like cell phone cameras) can transmit needed accident documentation in minutes.

“I haven’t heard from anyone who isn’t able to take photos with their cell phones,” Bailey said. “But the old disposable cameras will still be available to those who need them.”

Bailey said photos should be sent as soon as possible after the accident so that driver and company interests can be best protected.

8. Anything that obstructed your view or other driver’s view of the accident scene (vegetative overgrowth, poor/blind intersections, etc).

9. Anything else you feel would be beneficial to document or point out as impacting the accident.

A few more tips:

A few tips on getting the most useful photos at the scene of an accident

“Getting all of the right photos is important to preserve evidence,” said Jan Rohr, BCT Risk Administrator.

Getting photos of vehicles involved, the surroundings, skid marks and vegetation in the area all help tell a story of what happened, she said.

She offered the following tips for getting photos that will help:

1. All four corners of every vehicle involved in the accident at the point of rest (make sure that you are not standing too close to the vehicle. At the same time, if it is minor impact with not a lot of visible or apparent property damage, additional photos taken up closer to the impacted area of the vehicle should be taken).

2. Skid marks on the road starting from where they begin and progressing to where they end. Also, any visible gouges or scrapes on the road surface should be photographed.

3. Debris left at the scene from the damage to vehicles.

4. The inside of other vehicle driver’s area, passengers area and the back seat area if applicable.

5. The occupants of other vehicle standing around at the scene, talking on their cell phones, etc.

6. Road signs (or lack thereof) or anything blocking applicable road signs like vegetative growth blocking a stop sign (or something like that). This would also include taking pictures of any inoperable traffic signals.

7. Construction signs/cones/barrels and anything else like that.
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