




# PACIFIC TANK LINES



**2006**  
**January**




## Happy Birthday




Todd Rhodes - 4  
Miguel Cuevas - 5  
Ted Honcharik - 9  
Andres Gomez - 11  
Charles Tompkins - 14  
Ian Wells - 14  
Kelli Bender - 18  
Ray Sanchez - 18  
Lawrence Woods - 19  
Richard Rivera - 19  
Marquette Galway - 28

## Happy Anniversary




Bryan Rumsey - 3 yrs  
Mitch Summers - 3 yrs  
Terri Dewey - 2 yrs  
Glenn Edwards - 2 yrs  
Georgui Makedonsky - 2 yrs  
Richard Valenzuela - 1 yr  
Cody Cearley - 1 yr

## Welcome New Drivers




Manuel Chavez - LB  
Lafayette Aldridge - LB  
John Rodgers - C  
Greg Benson - C  
Dennis Grimes - C  
Michael Ritter - SD

## Welcome



**Kris Lopez** has filled the receptionist/billing clerk position. **Faith Sherman** is back with us as compliance clerk.

## 2005 into 2006 – “How do you measure a year?”



“How do you measure, measure a year?” asks the opening lines in the signature song of the popular musical “Rent.” *“In daylights, in sunsets, in midnights, in cups of coffee. In inches, in miles, in laughter, in strife. In 525,600 minutes - how do you measure a year in the life?”*

For a company such as PTL, the answer can be found in a review of our Vision, Mission, and Value statements. I included a copy with each newsletter and request that every employee spend a few minutes reading and reflecting on the purposes declared therein.

Did we measure up to the goal of being “dedicated to the highest levels of Safety and Customer Service in 2005? Can we all stretch a little higher to reach and even exceed last year’s efforts to be “the premier full-service petroleum carrier?” We claimed those ideals in our Vision Statement. That is who we wish to be.


Did we meet the goal of “providing the best service in the industry” as we state in our Missions Statement? That is what we intend to do.

We certainly saw a lot of *miles* (nearly 5 million,) *midnights* (365,) and *cups of coffee* (gotta be close to a million!) in the 525,600 minutes that made up the year that was 2005. We also saw a lot of Drivers attending Safety Meetings (98% attendance,) Drivers driving safely in heavy traffic and Drivers delivering nearly a billion gallons successfully and safely into the ground! We saw a Compliance Department navigate us through the many layers of rules and regulations. We saw a Group of Mechanics dedicated to the safety of our employees, the public and the environment every time they worked on a truck. We saw a Dispatch Team uphold our commitments to Dependability, and Relationships in the way they worked with our Customers and Employees. Our Accounting and Administration Staff worked hard to make sure that we met the goals we have set for Integrity in our business through fair and accurate performance in the back offices.

We are very proud of our Drivers, Senior Drivers, Trainers and Lead Drivers who help maintain the quality of our operations at a field level. Our Managers, all of which have been promoted up through the ranks, continue to earn our respect and gratitude through their care and dedication to our greatest asset: our employees.

Thank you to our Employees, our Families and our many Business Partners for your support this past year. We look forward to building upon this momentum and success in 2006.


Greg Batten  
President



## Job Well Done.....

The following was called into our corporate office on December 30th. A lady named Deborah called and wanted to compliment 2 Drivers that were on the 15 Freeway. She said that they were driving cautiously, using blinkers, and that the trucks looked GREAT. At one time, she was forced into the lane next to her and she had to move into the same lane as the PTL truck. The driver moved over for her.

We aren’t able to compliment our employees every time they behave safely, but it sure is nice when the public pauses long enough to say.....**Job Well Done.**



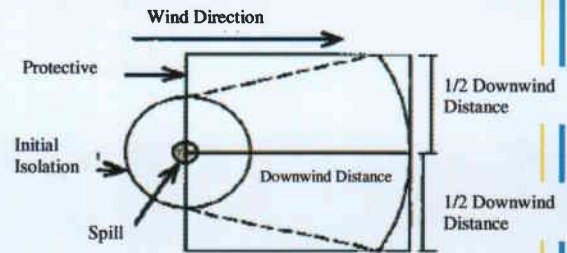


## HOW TO USE THE TABLE OF INITIAL ISOLATION AND PROTECTIVE ACTION DISTANCES

1. The responder should already have:
  - Identified the material by its ID Number and Name (If an ID Number cannot be found, use the Name of Material Index in the blue-bordered pages to locate that number.)
  - Found the three-digit guide for that material in order to consult the emergency actions recommended jointly with this table;
  - **Noted the wind direction.**
2. Look in this Table (the green-bordered pages) for the ID Number and name of the Material involved in the incident. Some ID Numbers have more than one shipping name listed—look for the specific name of the material. (If the shipping name is not known and the Table lists more than one name for the same ID Number, use the entry with the largest protective action distances.)
3. Determine if the incident involves a **SMALL** or **LARGE** spill and if **DAY** or **NIGHT**. Generally, a **SMALL SPILL** is one which involves a single, small package (e.g., a drum containing up to approximately 200 liters), a small cylinder or a small leak from a large package. A **LARGE SPILL** is one which involves a spill from a large package, or multiple spills from many small packages. **DAY** is any time after sunrise and before sunset. **NIGHT** is any time between sunset and sunrise.
4. Look up the initial **ISOLATION** distance. Direct all persons to move, in a crosswind direction, away from the spill to the distance specified—in meters and feet.
5. Look up the initial **PROTECTIVE ACTION DISTANCE** shown in the Table. For a given dangerous goods, spill size, and whether day or night, the Table gives the downwind distance—in kilometers and miles—for which protective actions should be considered. For practical purposes, the Protective Action Zone (I.e., the area in which people are at risk of harmful exposure) is a square, whose length and width are the same as the downwind distance shown in the Table.
6. Initiate Protective Actions to the extent possible, beginning with those closest to the spill site and working away from the site in the downwind direction. When a water-reactive **TIH** producing material is spilled into a river or stream, the source of the toxic gas may move with the current or stretch from the spill point downstream for a substantial distance.

The shape of the area in which protective actions should be taken (the Protective Action Zone) is shown in this figure. The spill is located at the center of the small circle. The larger circle represents the **INITIAL ISOLATION** zone around the spill.

If a spill occurs, contact dispatch and inform them of the situation and have them begin company emergency procedures. If the spill is large and/or a fire is present, call 911 first.



### The Trainer's Corner

*Georgui Makedonsky San Diego Trainer*



Always pre-trip your truck before leaving the terminal. Everybody knows that a thorough pre-trip inspection should last at least 15 min. This will give you the knowledge of the condition of the equipment and you will also find out whether you have retain from the previous shift.

This is what works for me: If I have three products 87, 89, 91, I start with premium (91) first, then mid-grade (89), and then regular (87), (knowing Diesel always goes first). I made this sequence part of my routine to help me stay focused and not drop into the wrong tank. When making deliveries you need to make sure you do all your checks, if not double check—**TRIPLE CHECK!** Be sure not to get complacent.

The holidays have passed but people are still in that holiday frame of mind. Be sure to stay alert and professional. Have a Happy New Year.



### *Trainer & Lead Driver Quarterly Meetings*

Month	Dates	Time
March	20, 22, 24	9 am
June	12, 14, 16	9 am
September	4, 6, 8	9 am
December	11, 13, 15	9 am

### *January Safety Meetings*

Place	Day	Dates	Time
Colton	Tuesday	Jan. 3	3 pm
Colton	Thursday	Jan. 5	3 pm
Van Nuys	Tuesday	Jan. 10	3 pm
Long Beach	Tuesday	Jan. 17	3 pm
San Diego	Thursday	Jan. 19	3 pm
Las Vegas	Thursday	Jan. 26	1 pm
Hunting Beach	Tuesday	Jan. 31	3 pm

