

PACIFIC TANK LINES



Happy New Year!

No doubt many people have already greeted you with a "Happy New Year". The Staff and Management of Pacific Tank Lines want to add our own warmest wishes to you and your family for 2007.

People often take this time of the year to say "Thank You" and we will do the same. The quality of work that you perform on a daily basis allowed PTL to enjoy a safe and prosperous 2006. Your professionalism directly fulfills several of our company Values, but perhaps the value most directly affected is that of Dependability. **Dependability:** *We do what we say we will do when we say we will do it. Both our employees and our customers can count on us to do our best job, day in and out.* Our deepest "Thanks" to all of our Employees for a great 2006. Happy New Year 2007!

Driver of the Year Nominations are due.

We will be selecting the PTL 2006 *Driver of The Year* very soon. The requirements to receive this distinction include the following: • employed at least 14 months • no tickets, accidents, incidents or safety violations, • excellent record of dependability • no recorded violations of Company Values • no HR policy violations • no Log Book violations • must be a Trainer in good standing. Please turn in your nominations to your Manager or through the Employee Suggestion process on the PTL website. Feel free to add comments to support your nomination. Don't worry if you are uncertain of your nominees qualifications. We will verify the details. We just want your input. Best wishes to all Nominees.

Curtis Christy named as Interim Dispatch Manager, **Angie Duran** accepts position in No.CA. In December, Dispatch Manager, **Angie Duran** accepted a position in Richmond CA with one of PTL's largest customers. While we always hate to lose a valuable employee to anyone, for any reason, we still extend congratulations to both Angie, her new employer and her PTL Dispatch Team on her selection. Being asked to join one of the largest companies in the world, in her capacity, is certainly an honor. Her hard work and the competence of her team and PTL colleagues undoubtedly contributed to her value. Best Wishes Angie and **Thank You** for all of your contributions to our growth and success.

We are fortunate that her long time Assistant, **Curtis Christy** has accepted the position as Interim Dispatch Manager. Curtis' 3 ½ years in the Dispatch Department have equipped him to assume Angie's responsibilities. Curtis benefits from having rotated through each position in the Dispatch Dept over these last few years. He also received additional training during Angie's transition out. Please welcome and support Curtis as he takes on these new responsibilities.

The Current Dispatch Team is made up of the following teams:

AM Team

PM Team



Curtis Christy Ric Peterson Bryan Rumsey Darwin Nakagawa Sammy Loveless Nora Molano Celia Worster Denise Devorak Stanley Brown

January

2007

Happy Birthday

Miguel Cuevas - 5th
Ted Honcharik - 9th
Mark Johnson - 10th
Celia Worster - 12th
Blaine Farlow - 14th
Nicholaus Bobo - 18th
George Shook - 18th
Richard Rivera - 19th
Lawrence Woods - 19th
Glenn Medina - 20th

Happy Anniversary

Bryan Rumsey - 4 yrs
Georgui Makedonsky - 3 yrs
Richard Valenzuela - 2 yrs
James Bullis - 1 yr
Christine DeKoker - 1 yr

Welcome New Drivers

James Brathor - LV
Mario Gutierrez - O
Anthony Macias - C
Steven Zeller - C
Robert O'Dell - C
Samuel Figueroa - C
Raymond Urquidez - LB
Jose Delgado - LB
Stephen Terry - LB
Derry Kingston - S
Demecio Garcia - S





FREQUENCY ACCIDENTS



Reducing frequency accidents

Frequency accidents are a "constant irritant" at most carriers. They happen frequently, but usually have low consequences, although high consequences are possible. They are the minor accidents and they seem to be unavoidable.

"Rubbing" another vehicle at a station, truck stop, or loading rack when backing or maneuvering is an example of a frequency accident. Another example is hitting a curb or sign when turning. These accidents tend to happen in constricted areas. What they all have in common is a lack of attention to detail at a critical moment, and they are preventable.

New drivers

New drivers tend to be involved in frequency accidents because of a lack of experience with the company. In most cases the new driver was not maneuvering correctly and/or was "looking the wrong way at the wrong time" due to their lack of experience.

This can apply to even experienced drivers that a carrier hires. The unfamiliarity with the vehicles, routes, and customers at a new carrier can lead to even the most experienced driver having a frequency accident.

Experienced drivers

Experienced drivers tend to be involved in frequency accidents because of overconfidence. The overconfidence can lead to excessive speed and not checking their mirrors properly when maneuvering. They believe they do not need to check the mirrors during turns because they "know" where the vehicle is. They also believe they do not need to get out and look when backing.

All drivers

Fatigue, distractions, the urge to rush through a difficult maneuver, and laziness can strike any driver, at any time. These issues are not unique to any one driver group. All of these can cause the driver to "forget" a detail such as turning the wheel or checking a mirror at the right time.

A sign of problems

While a frequency accident may not seem to be a major event, the lack of attention to detail that led to the accident can be a sign of a major problem. If the driver is not "paying attention to details" in a high-risk environment, where else might he/she not be paying attention to details?

To prevent new drivers' involvement in these accidents, Pacific Tank Lines, Inc makes sure to give them a good start. We have a new driver orientation and training program that includes training and evaluation on basic skills such as observation, mirror use, vehicle control (steering and speed) when maneuvering, and getting out and looking when backing.

After that, we all need to continually remind ourselves to keep following safe turning and backing procedures. To sum it up, all drivers need to stay alert and pay attention to details.

John P. Gosse, Safety/Training Manager



The Trainer's Corner

Hugo Hernandez - Colton Trainer

As a driver trainer I was asked to give three key points that I consider to be a must when loading and unloading:

1. Pre-Trips: Always make sure to check your compartments for retain to avoid having a dome out at the rack. Additionally, repeat this step at the rack before hooking up the product load arm.
2. Loading: Remember to double or triple check your loading steps at the rack, product to be loaded per compartment, making sure pre-sets are correct and following the right connecting and disconnecting sequences.
3. Delivering: Always keep a positive attitude while driving to avoid having a good day turning into a bad one, and don't forget to confirm the delivery address.

Do not get yourself in a hurry, and stick to your routine. If you follow all the policies and procedures, every day will be safe and productive.



January Safety Meetings

Place	Day	Dates	Time
Sylmar	Monday	Jan. 8	3 pm
Colton	Tuesday	Jan. 9	3 pm
San Diego	Wednesday	Jan. 10	3 pm
Colton	Thursday	Jan. 11	3 pm
Las Vegas	Monday	Jan. 22	1 pm
Long Beach	Tuesday	Jan. 23	3 pm
Huntington Beach	Wednesday	Jan. 24	3 pm

New Driver's—2nd First Day

Place	Day	Dates	Time
Corporate	Wednesday	Jan. 10th	2 pm

Daryl Gaudette, Charles Holdren, Mike Andrews, Chris Borman, Larry Fischer, Thomas Davis, Elmo Calderon, Scott Dieringer

Happy New Year!

