








THE MONTHLY MILER

October 2022



INSIDE THIS ISSUE

-  Safety Update
-  Top Industry News
-  Birthdays/Anniversaries
-  Kingsburg Korner
-  THANK YOU DRIVERS!

DRT Logistics hauls freight for a multitude of companies. With locations in Pennsylvania, Minnesota, New Jersey, Massachusetts, Nevada, and Illinois, our team works around the clock to ensure that shipments are delivered safely and on time. Dispatch and Safety are available 24*7 to assist or answer any questions or concerns you may have.

THE MONTHLY MILER

October 2022

**HAPPY
BIRTHDAY!**

Alan Barda
October 30
Chicago Driver

Jason Dillow
October 11
PA Rail Yard

Rubin Martinez
October 29
NJ Driver

Kenneth Mase
October 29
PA Rail Yard

**HAPPY
ANNIVERSARY!**

Nancy Kingsbury
1 Year
Log Auditor

Gary Richard
1 Year
IL Driver



**Do you know someone interested in a
career with a trusted logistics partner?**

DRT Logistics

**is looking for customer-oriented, dedicated
and experienced truck drivers**

WE ARE ADDING MORE REGIONAL DRIVERS!

WWW.DRIVE4DRT.COM
850 HELEN DRIVE LEBANON, PA 17042

Driver Appreciation Week

Below are some photos from our sister company, DRT Transportation. Photos are from our offices throughout the United States and Canada. We are thankful for all you do daily and hope everyone enjoyed the appreciation gifts!



Did You Know?

The road network in the United States is the biggest one in the world (4.09 million miles).

The first speeding ticket was issued in 1902. The driver was traveling at 45 miles per hour.

One-third of all semi-trucks operating in the U.S. are registered in California, Florida and Texas.

According to the Bureau of Transportation Statistic's 2021 Annual Report, domestically-produced freight accounts for 80% of the value of freight moved to, from or within the U.S.

Kingsbury Korner

Prompt Accident Reporting

REPORT ALL ACCIDENTS IMMEDIATELY

Reporting an accident to Safety Director Benn Kingsbury within the first 24 hours of the incident is critical to successfully resolving a claim. A prompt notification allows the claims department to expedite an investigation into the accident by gathering facts and evaluating all information so the claim can be resolved quickly and ethically.

A late-reported claim could result in loss of evidence, spoiled cargo, a changed crash scene, and increased downtime. Promptly reporting claims makes a dramatic difference in the ultimate cost of a claim by allowing our staff to conduct thorough investigations, preserve evidence, secure fast and fair settlements, and minimize your downtime.

Everyone in the claims process must be assertive in addressing all claims, no matter how large or small. The reporting process begins with the driver. How they respond can significantly impact the financial severity of any crash.

LATE-REPORTED ACCIDENT EXAMPLE:

Benn Kingsburg was notified of an accident that occurred over a year before it was first reported. During that time, the claimant retained an attorney who reported the loss. The claimant alleged that a brick came off a flatbed trailer and hit the claimant's windshield. The claimant alleged she jerked back in her seat when the brick hit the windshield, causing a neck injury. She had already had surgery when the accident was reported. Claims adjusters had no opportunity to investigate the liability or the necessity of the surgery.

MAKE THE PHONE CALL TO SAFETY

When a driver is involved in an accident, it is crucial for him or her to secure the scene to protect themselves and others from harm. Once this is accomplished, the driver should immediately call Benn Kingsbury. Drivers should call Benn from the scene regardless of perceived fault or how minor the accident appears because drivers will be in the best position to relay accurate and timely information. Benn can then provide guidance on accident scene procedures and conference into the phone conversation with the insured's agent and company representatives, so everyone is kept informed about the situation.

LATE-REPORTED ACCIDENT EXAMPLE:

An accident was reported to Benn five days late. The DRT driver rear-ended a vehicle at a stoplight. By the time the accident was reported to Benn, all four of the claimants were represented by an attorney. They had decided to pursue claims for personal injury and property damage. Although the claimants initially told the DRT driver that no one was injured, DRT had no opportunity to inspect the claimant's vehicle, contact the claimants for their accounts of the crash, or rule out injury. As a result, DRT was put in a position of dealing with a case that involved additional settlement costs to several claimants for personal injury claims which may not have been an issue had DRT known about the accident promptly.

Kingsbury Korner

ACCIDENT SCENE PROCEDURES

Professional drivers work to stay calm and in control during moments of crisis. Emergency workers and equipment, recovery operations, and law enforcement can contribute to a sense of confusion. What you do as a professional truck driver impacts the entire crash scene. Below are some tips to help you maintain focus and control after a crash.

- Set out warning devices when necessary
- Do not move your vehicle until instructed by the authorities
- Contact the authorities, Benn Kingsbury, and medical assistance (if needed)
- Stay at the scene; be courteous
- Fill out the crash report at the scene
- Take appropriate pictures of the general scene, vehicles, cargo, etc
- DO NOT SIGN ANYTHING or make statements except to the authorities and DRT
- Remain at the scene until all requirements are met or as instructed by the authorities

LATE-REPORTED ACCIDENT EXAMPLE:

A parked trailer accident was reported to DRT nearly three months late. The claimant passenger was represented by an attorney who alleged the trailer was illegally parked. The area was under construction at the time, and the insured's trailer was parked up against barricades. When the accident was reported, the barricades were no longer there. A "No Parking" sign was present, but no one was sure if it was there at the time. DRT's position could have been much stronger if DRT or the insured's driver had been able to take pictures of the scene when the accident happened.

A PICTURE IS WORTH A THOUSAND WORDS

When a vehicle accident occurs, how a motor carrier and its driver respond to the situation is vital to the success of the company's risk management strategy. Documenting the scene and taking photos, for instance, can help expedite the settlement of a claim and potentially minimize the cost of the loss. DRT recommends that drivers know how to take appropriate pictures at the crash scene. Here are some picture-taking tips to help drivers get the proper photos at a crash scene.

1. Take pictures of the affected roadway from all angles, including skid marks, potholes, or other distinguishing marks on the pavement. Move back along the road to capture how the truck driver entered the collision area. Do the same from the other driver's perspective. Let the photos tell the story of how the collision happened.
2. If anyone stops at the scene, photograph their license plate if possible. This allows DRT to track down witnesses.
3. If the other driver or passengers leave their vehicle and walk around uninjured, take a picture of them. These photos can help DRT dispute injury claims. However, DO NOT photograph people injured in the accident. A picture of an injured person cannot accurately show the extent of an injury. Images of certain types of injuries may be seen as inappropriate.
4. Take pictures of the vehicles or objects involved in the crash, including photos of the damaged vehicles or objects from different angles. More detailed images of the vehicles can be taken away from the scene of the collision, if necessary.
5. Take photos of any traffic signals/signs that apply to the crash scene.

Weekly Safety Message Recap

Managing your speed is critical when it comes to defensive driving. Driving too fast is the number one cause of crashes. When managing your vehicle speed, you must know your vehicle size, weight, visibility, and road conditions.

This means pay attention to your vehicle speed even when you are in a hurry and heed the posted speed limit. Being involved in a crash or stopped for speeding will delay your travels that much longer.

Be aware of your vehicle's total stopping distance when needing to come to a complete stop. Remember, your state CDL manual says, "One good rule says you need at least one second for every 10 feet of vehicle length at speeds below 40 mph. At greater speeds, you must add one second for safety." Our vehicles are anywhere between 60-74 feet in total length, so you need 6-8 seconds of total stopping distance during the ideal road, time, and weather conditions.

Never overtravel your headlights when it's dark outside. Instead, adjust your speed for changing road conditions and visibility, such as darkness, heavy fog, roads with curves, hills, accidents or stopped vehicles on the shoulder, construction zones, or weather conditions such as rain, freezing rain, or falling or snow-covered roadways.

Remember, you are a professional driver, and nothing is worth risking your life for, not the freight in the trailer or your driving job.

Addressing the uptick in "harsh turning" events and how to prevent these events from occurring.

A harsh turning event is when the vehicle's speed creates intense inertia and centrifugal forces that can use the vehicle's mass to work against you. These forces will lead to decreased control of the vehicle's handling and braking abilities. As a result, the vehicle can skid, slide, drive off the roadway, shift freight, and may lead to a potential rollover accident.

Remember, your top priority in preventing these events should always be to slow down well before coming into the turning event itself. A safe and lower speed equals lower risk as we officially enter autumn with leaf-covered roadways and frost-covered surfaces.

If you have any questions, don't hesitate to contact your dispatcher or the safety department, where we will answer any questions.

Benn Kingsbury

Email: bkingsbury@drttransportation.com

Cell: 715.530.2634

Office: 717.274.2871 ext 2728

Transport Topics Top News

Canada to Drop Vaccine Mandate at Border Sept. 30

Prime Minister Justin Trudeau has signed off on Canada dropping the vaccine requirement for people entering the country at the end of September, an official familiar with the matter told The Associated Press on Sept. 22.

Canada, like the United States, requires foreign nationals to be vaccinated when entering the country. No change in the mandate is expected in the U.S. in the near term.

Unvaccinated foreign travelers who are allowed to enter Canada are currently subject to mandatory arrival tests and a 14-day quarantine.

The official said that Trudeau has agreed to let a cabinet order enforcing mandatory COVID-19 vaccination requirements at the border expire Sept. 30. The official said earlier this week the prime minister needed to give final sign-off. The official spoke on condition of anonymity as they were not authorized to speak publicly on the matter.

Unvaccinated professional athletes like major league baseball players would be allowed to play in Toronto in the playoffs should the Blue Jays make the postseason. They currently are not allowed to cross the border into Canada.

Deal That Prevented Rail Strike Still Needs Worker Support

A last-minute deal prevented a railroad strike for now, but many rail workers remain unhappy with working conditions, including some who protested outside their workplaces Sept. 21 ahead of votes to approve the new contracts.

Handfuls of workers gathered outside railyards across the country in pickets organized by a newly formed workers group separate from the 12 unions that negotiated the deals last week with the major U.S. freight railroads. The protesters expressed dissatisfaction with the deals, just as the unions are trying to explain the potential benefits they negotiated to their roughly 115,000 members ahead of contract votes.

Fears about the dire economic consequences of a rail strike that could cripple all kinds of businesses that rely on railroads to deliver raw materials and finished goods prompted the Biden administration to jump into the middle of the contract talks and urge both sides to reach an agreement. The contract talks included Union Pacific, Norfolk Southern, BNSF, CSX, Kansas City Southern and a number of other railroads, so the entire country would have been affected by a strike