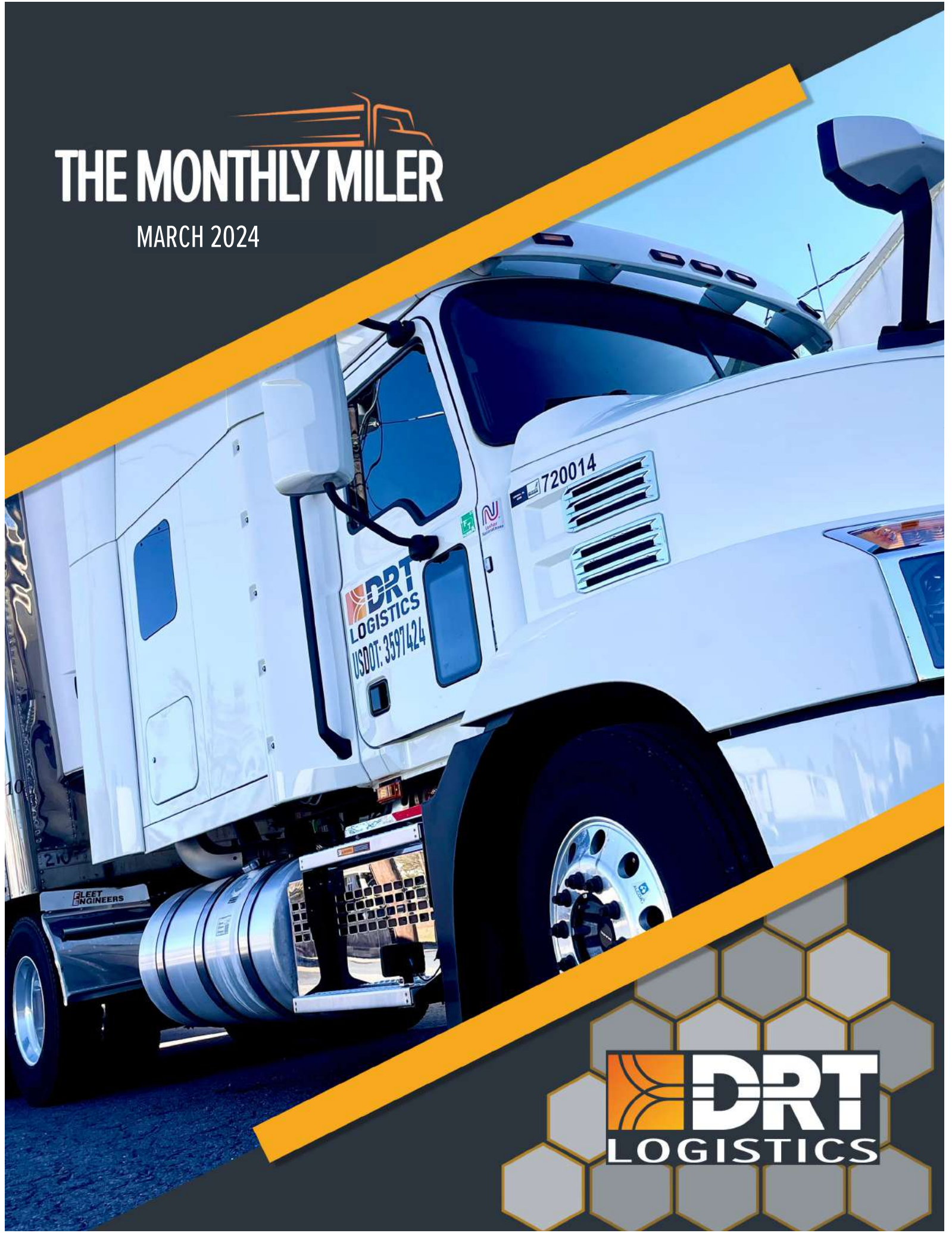




THE MONTHLY MILER

MARCH 2024



DRT
LOGISTICS

EMPLOYEE ANNOUNCEMENTS



Paul Hartsworm

March 1
OTR Driver

Lynn Bell

March 20
Dispatcher

Jaime Morgan

March 3
Dispatcher



John Arch

2 Years
OTR Driver

Ray LaRoche

3 Years
MA Driver

Richard Tubby

2 Years
OTR Driver

Jaime Morgan

2 Years
Dispatcher

DRT DOLLARS REMINDER

Just a friendly reminder about DRT Dollars—your ticket to snagging some excellent swag items! Haven't you checked out the selection yet? Now's the perfect time to treat yourself.

Here's how it works:

- Visit www.drtdollars.com: Head to our exclusive DRT Dollars website and explore our collection of fantastic swag items.
- Browse Through Our Collection: Take your time browsing through our curated selection of merchandise. Whether you're a fan of hats, shirts, or accessories, you will surely find something that catches your eye.
- Create an Account: Ready to make a purchase? Simply create an account on drtdollars.com with your personal email you used when hired to get started. It only takes a few moments, and if you were issued DRT Dollars in the past, it will show here.
- Log in During Checkout: When you're ready to check out, log in to your account. If you have a credit, it will automatically appear at the bottom of the screen, ready to be applied to your order.
- Voila!: With just a few clicks, you'll have your favorite swag items on their way to you. It's that easy!

So what are you waiting for? Take advantage of the opportunity to use your DRT Dollars and show off your DRT pride. Head over to drtdollars.com today and start shopping!



DISCUSSING THE SMITH 5 KEYS

Remember ^{The}Smith5Keys

Key 1. Aim High In Steering®

Look ahead a minimum of 15 seconds

Key 2. Get The Big Picture®

4 second minimum following distance

Scan at least one of your mirrors every 5 to 8 seconds

Key 3. Keep Your Eyes Moving®

Avoid focusing on any object for more than 2 seconds

Key 4. Leave Yourself An Out®

Surround yourself with space

Key 5. Make Sure They See You®

Seek eye contact



As all drivers know, safety is paramount. At DRT, we prioritize efficiency and stand unwaveringly committed to ensuring the safety of our drivers, cargo, and the communities we serve. Let's shed light on the Smith 5 Keys – a comprehensive set of principles that serve as our roadmap to safety excellence.

The Smith 5 Keys: A Quick Overview

• KEY 1: Aim High in Steering:

- Importance: Setting our sights high encourages anticipation of potential hazards and keeps drivers proactive in navigating the road.
- Application: Always look ahead, scan the road, and maintain a clear line of sight to identify risks early.

• KEY 2: Get the Big Picture:

- Importance: Awareness of the entire traffic environment enhances decision-making and minimizes surprises.
- Application: Regularly check mirrors, be aware of blind spots, and anticipate the actions of other road users.

• KEY 3: Keep Your Eyes Moving:

- Importance: Active observation helps identify changing conditions and potential dangers.
- Application: Continuously scan the environment, check mirrors, and be alert to developing situations.

• KEY 4: Leave Yourself an Out:

- Importance: Maintaining an escape route provides options for evasive action in case of unexpected events.
- Application: Position the vehicle where there's space to maneuver, allowing for quick responses to emergencies.

• KEY 5: Make Sure They See You:

- Importance: Visibility is crucial in preventing accidents; ensuring others see us reduces the risk of collisions.
- Application: Use lights, signals, and proper positioning to make our presence known to other road users.

Let's drive responsibly, keeping the Smith 5 Keys in our minds.

Rollovers

Tractor-trailers typically have a high center of gravity, which makes them susceptible to rollover crashes. One key to preventing a rollover is for drivers to be able to recognize the hazards that increase the likelihood of a crash and apply the appropriate defense measures. Read the information below and ask yourself if there are actions you can take to reduce the risk of a rollover crash.

RECOGNIZE THE HAZARDS



ENVIRONMENT

Uneven road surfaces can cause cargo to shift and roll the trailer over. High winds can catch a trailer without warning and cause a rollover. Likewise, traffic conditions, like vehicles stopping suddenly ahead, can cause a driver to react abruptly and lead to a jackknife and possibly a rollover crash.



EQUIPMENT

A truck's high center of gravity makes it susceptible to rollovers. Likewise, the slosh/surge of liquid commodities or improper load securement can cause cargo to shift and roll the trailer over.



PERSONAL BEHAVIORS

Driving too fast on a ramp, curve, or turn increases the amount of centrifugal force on the trailer; the increased force will push the unit outward and possibly cause a rollover. Overcorrecting when reacting to a hazard, putting a wheel off the road surface, or hitting a curb can upset the vehicle and cause a rollover.

KNOW THE DEFENSE



OBSERVE PROPER SPEED FOR CONDITIONS

Reduce speed 2-3 mph below the flow of traffic, not to exceed the posted speed limit. Adjust speed for stability based on vehicle weight and height of load. On ramps and curves, reduce speed by at least 5-10 mph below the posted speed limit or more based on conditions. The speed limit signs on ramps are intended for passenger vehicles.



MAINTAIN PROPER FOLLOWING DISTANCE

Avoid hard brakes by maintaining a minimum of six seconds of following distance. Add one additional second for every hazard present, like slippery conditions, traffic congestion, and poor visibility.



AVOID DISTRACTIONS

Avoid distractions inside or outside of the cab. Be alert for traffic ahead slowing or stopping abruptly. Preplan your route and program your GPS before leaving to avoid making changes while driving.



REACT PROPERLY TO HAZARDS

At the first sign of centrifugal force pulling the truck to the outside of a ramp or curve, get off the accelerator and apply controlled braking. Avoid overcorrecting in reaction to hazards.



CONDUCT A PRE-TRIP INSPECTION

Conduct a thorough pre-trip inspection with special emphasis on brakes to ensure they are properly adjusted and on tires to ensure sufficient tread depth. Ensure the trailer is properly hooked to the tractor. Check load securement at every stop to prevent possible shifting while en route.

DISCUSSING ROLLOVERS CONTINUED...

Rollovers

A DRIVER'S STORY

A tank truck driver hauling diesel fuel was heading north on I-29 near Eppley Airfield in Omaha, Nebraska. This was a new route for the driver, and his GPS was not current. The GPS kept re-calculating his directions. Caught off guard when he reached his exit, the driver abruptly changed lanes to exit. He knew immediately he had entered the ramp too fast. Fearing the combination of speed, centrifugal force, and the sharp angle of the curve would upset the vehicle, the driver hit the brakes to compensate. This reaction added to the sloshing of the commodity in back and rolled the truck over. The truck caught fire and was a complete loss, and the spilled fuel caused significant environmental damage.

TEST YOUR KNOWLEDGE

Name: _____ Date: _____

- To avoid a rollover on a ramp, which of the following is the best defense?
 - Increase speed to carry you through the curve.
 - Reduce speed by at least 5-10 mph below the posted speed limit.
 - Travel at the posted speed limit.
 - Hit the brakes hard if you enter the curve too fast.
 - Which statement represents the best technique to use when negotiating curves?
 - If you go into a curve too fast, you can always apply a hard brake to avoid a rollover.
 - If you feel centrifugal force pulling you to the outside of the curve, get off the power.
 - When you notice traffic slowing abruptly or stopped ahead, the best reaction is to:
 - Stay in your lane.
 - Get off the power.
 - Apply controlled braking.
 - All of the above
 - The speed limits posted on exit and entrance ramps are intended for passenger vehicles.
 - True
 - False
 - If a tractor-trailer is going too fast on a ramp, curve, or turn, _____ will push the unit outward.
 - Centrifugal force
 - Gravity
 - Inertia
 - Cosmic forces
-

DISCUSSING PROPER LIFTING

Proper Lifting

Improper lifting is a common cause of serious back injuries and could potentially lead to a lifetime of discomfort. Also, injuries caused by improper lifting could cost you in terms of lost wages, out-of-pocket medical expenses, and your ability to enjoy the people and activities you love. Read the information below, and ask yourself if there are actions you can take to improve your lifting technique.

RECOGNIZE THE HAZARDS

PERSONAL BEHAVIORS



Most lifting injuries occur as a result of bad judgment or improper technique. A common error is rushing to lift an object without sizing up a load first to determine if you are capable of lifting the object alone. Likewise, failing to stretch your back, legs, arms, and shoulders beforehand can lead to muscle strains. Improper technique includes lifting with your back instead of your legs, making twisting movements to change direction, failing to use available personal protective equipment, or simply not asking for help.



PRE-EXISTING CONDITIONS

A person is at higher risk of injury if he or she has a pre-existing condition, such as a previous back injury, degenerative disc disorder, or obesity.

PRE-LIFTING CHECKLIST



- Know your limits, especially if you have a pre-existing condition.
- Size up the load and ask for help, if needed.
- Warm up your back, legs, shoulders, and arms with simple stretching exercises.
- Use material handling equipment, if needed.
- Wear personal protective equipment including gloves, proper footwear, back support harness, etc.
- Locate where an object is going and ensure there is a clear path and room to set it down safely.

PROPER LIFTING TECHNIQUE

Plan your lift, ensuring you have a clear route.

Keep your back straight.

Bend your knees (not your waist) and lift with your leg muscles.

Wear appropriate footwear.



Face forward, do not bend your neck.

Do not stack boxes if this will obscure your view.

Get a good grip and hold the object close to your body.

Keep your feet shoulder width apart.

Note: These lists are not intended to be all-inclusive.

DISCUSSING PROPER LIFTING CONTINUED...

Proper Lifting

A LESSON LEARNED

A driver pulling a dry van trailer arrived at a grocery store to deliver a load of dry goods. The receiver was a small store, and no one in the warehouse was available to help unload. The driver volunteered to help and grabbed a dolly nearby. He began unloading and was near the end when a box fell off the dolly. Thinking nothing of it, the driver bent over at the waist to retrieve it. As he did so, he felt a sharp pain in his back and dropped to his knees in agony. The driver had aggravated a previous back injury and was unable to stand on his own. The store attendant witnessed the incident and rushed to his aid. She contacted the driver's employer and explained what happened. The driver was then transported to the hospital via ambulance. His ruptured disc injury forced him to be out of work for two months.

TEST YOUR KNOWLEDGE

Name: _____

Date: _____

- Which of the following is not a pre-existing medical condition that could increase the risk of a back injury?
 - A. Obesity
 - B. Degenerative disc disorder
 - C. Improper footwear
 - D. Prior back injury
 - For bulky items, it is safer to try lifting the item first to test your strength before asking for assistance.
 - A. True
 - B. False
 - Which of the following can help reduce the risk of injury when lifting an object?
 - A. Gloves
 - B. Back support harness
 - C. Stretching
 - D. All of the above
 - Before lifting an object, locate where it is going and ensure there is a clear path and room to set it down safely.
 - A. True
 - B. False
 - Which of the following personal behaviors can increase the risk of injury when lifting an object?
 - A. Hurrying
 - B. Stretching
 - C. Twisting movements
 - D. Both A and C
-

DISCUSSING 3 POINTS OF CONTACT

3 Points of Contact

While entering and exiting vehicles, trucks and equipment are one of the most common safety hazards as there is the risk of slipping and falling. Slip, trip, and fall injuries continue to be on OSHA's "Top Ten Injury List" year after year. Due to the potential for injuries resulting from slips and falls, it is imperative that drivers learn and practice the 3-points of contact rule. This common safety rule states that at all times there should be three parts of the body in good secure contact with the vehicle or ground when entering or exiting.

Examples of this would include:

- Two hands and one foot in contact while stepping up with the other foot.
- Both feet and one hand on the vehicle while reaching for the next hand hold.

Observing the 3-points of contact rule helps to create 3 unique anchor points. In the event one of the three anchor points slips or loses grip or traction there are two more anchor points to help prevent a slip and fall.

Other Safety Concerns to Consider:

- NEVER exit a vehicle while it is in motion. Be sure the vehicle is completely stopped and safely parked,
- Avoid wearing loose clothing which may catch on equipment or the vehicle and could result in a fall.
- Avoid accessing the cat walk behind your tractor directly from the cab unless there are special footings or stairs for that purpose.
- Never climb up or down with anything in your hands.

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When Entering a Vehicle:

- Always use the 3-Points of Contact Rule
- Make sure your shoes or boots are clean and free of any oil, grease, rocks or gravel, or slip-inducing residue.
- Distribute your weight evenly over your 3-points of contact.
- Expect a slip or the loss of traction and be prepared with your 3-points of contact to compensate for the slip or imbalance.

When Exiting a Vehicle:

- NEVER jump from the vehicle. Jumping from a vehicle or trailer could result in serious injury.
 - Always turn around and face the vehicle upon exit so that you can use your 3-points of contact.
 - Ensure your footing is stable before placing weight on your step, and be sure you know where you are placing your foot as you step down.
-

DISCUSSING 3 POINTS OF CONTACT FURTHER

3-point contact—Vehicles and equipment

Explain dangers

Getting on and off equipment is not as easy as it sounds. More than one-quarter of all injuries to equipment operators and truck drivers occur during mounting and dismounting.

Identify controls

To climb on and off construction equipment safely, always maintain three points of contact.

That means two hands and one foot or two feet and one hand on the equipment at all times.

Three-point contact forms a triangle of anchor points that changes in form while you mount or dismount. You have the most stability when the centre of this triangle is close to your centre of gravity.

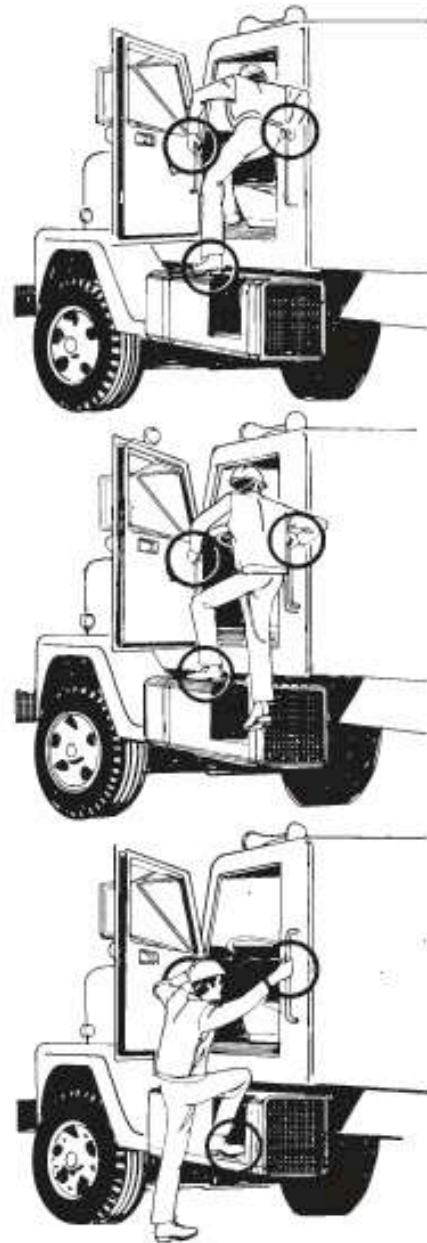
Your weight should be evenly distributed among the three contact points. This means that you should avoid sideways movement because it can put you off balance.

- Take your time and always face the vehicle or equipment when mounting and dismounting.
- Climb on and off only when the equipment is standing still.
- Break 3-point contact only when you reach the ground, the cab, or a stable platform.
- Use the parts designed by the manufacturer for mounting and dismounting—steps, footholds, running boards, traction strips, handgrips, etc.
- Keep these parts clear of mud, snow, grease, and other hazards that can cause slips, trips, or falls.
- Take extra care in wet, snowy, icy, or other dangerous weather conditions.
- Don't use wheel hubs, machine tracks, or door handles for mounting and dismounting.
- Avoid wearing loose or torn clothing that can catch on something.
- Don't jump down when exiting the vehicle.

Demonstrate

Demonstrate 3-point contact by mounting and dismounting from a truck, bulldozer, or other piece of heavy equipment on site.

Ask your crew to try out 3-point contact as well.



THE LATEST NEWS IN THE INDUSTRY

FMC tightens rules on charging container late fees

The Federal Maritime Commission has imposed new billing standards on ocean carriers and terminal operators in an effort to crack down on abusive container late fees.

The new requirements focus on demurrage fees charged by carriers and container terminals when full containers have not been picked up by customers within a certain number of days, and detention fees charged to customers if they are late returning the empty containers to the terminal.

Starting May 26, container ship carriers and marine terminal operators will be required to issue detention and demurrage invoices within 30 calendar days from when charges were last incurred.

Shippers and other billed parties will have at least 30 calendar days to request that charges be refunded. Carriers and terminal operators must try to resolve the matter within 30 calendar days unless the parties agree to a longer time frame.

The new rules also stipulate minimum data requirements for demurrage and detention invoices:

- The invoice date
- The invoice due date
- The allowed free time in days
- The start date of free time
- The end date of free time
- For imports, the container availability date
- For exports, the earliest return date
- The specific date(s) for which demurrage and/or detention were charged

“Failing to include any of the required information in a detention or demurrage invoice eliminates any obligation of the billed party to pay the applicable charge,” the rule states.

CONTINUE READING AT: <https://www.freightwaves.com/news/fmc-tightens-rules-on-charging-container-late-fees>

“Shippers not obligated to pay demurrage or detention if carriers fail to properly bill”

