

# Terminal Transport September 2023

## NEW SAFETY DIRECTOR

Last month, we bid farewell to David as he embarked on a new journey selling truck insurance. We all wish David well and thank him for the 5 years he spent at Terminal Transport. In his place, we are delighted to introduce our new Director of Safety, Jim Waydula, a seasoned professional with a wealth of experience and expertise in the realm of safety.

Jim's journey in the world of safety began over four decades ago when he earned his CDL-A (which he has every endorsement for) in 1982, fresh out of college. He has since dedicated a significant portion of his time to driving, encompassing casual, part-time, and full-time roles, spanning both regional and (OTR) routes. During the 1990s when he contributed to several Christmas seasons with UPS, hauling singles and doubles. His regional work experience covers a wide spectrum, including van and flatbed operations.

However, Jim's expertise extends far beyond the driver's seat. A natural educator, he boasts over 33 years of experience as an FAA certified flight and ground instructor, achieving the rank of airline captain on a B727. Furthermore, his dedication to safety advocacy led to his appointment as a union steward on the National Safety Board at ALPA, where he served as the Safety Liaison for Minneapolis International Airport, representing 40 airlines. In this capacity, Jim was involved in aircraft accident reconstruction efforts alongside the NTSB. His flight time accumulates to an impressive nearly 8000 hours. See his article later in the newsletter that was published in in MTA journal discussing safety culture differences between aviation and trucking.

Jim's commitment to safety is not limited to aviation. He kick-started his career in law enforcement during the early 1980s as a full-time officer, transitioning to part-time duties when aviation took precedence, and retiring from the force in 2009. His extensive law enforcement background includes certification by the MN State Patrol for portable scale enforcement, an essential skill in his final 14 years of policing. He was actively involved in setting up roadside enforcement operations

## Driver Corner








**Jim Waydula** is this month's featured driver. He's our new Safety Director but also holds a current CDL. Jim has 42 years of experience with a CDL. Between this and his time as a pilot, he has traveled millions of miles. When not driving, Jim enjoys playing old country music at senior homes and playing 6 instruments at church. He also enjoys spending time with his wife of 18 years and dogs of which he now has 2 after the recent loss of 1. His advice to drivers is to utilize the Smith System to minimize accidents and protect yourself. We look forward to taking advantage of the knowledge Jim brings. Welcome to the team Jim!

## Contents

CSA SCORES.....	2
ROADSIDE INSPECTIONS.....	3
RECENT HIRES .....	4
BIRTHDAYS .....	4
ANNIVERSARIES .....	4

**CSA SCORES**

Category	Percentile
Unsafe Driving	64% 
Crash Indicator	33% 
Hours of Service	72% 
Maintenance	46% 
Controlled Substance	19% 
HAZMAT	< 5 HM placardable vehicle inspections 80%
Driver Fitness	0%

Note: HOS Compliance is now at the intervention level.

**Incidents of damage in the past month**

Collision with car mirror – \$1400

with the State Patrol for truck inspections during his tenure, amassing substantial experience in inspections.

Jim's last 5+ years have been dedicated to Yellow, where he served in pivotal roles. For two years, he was a CDL Instructor, assisting newly permitted drivers in preparing for CDL school and providing guidance to newly licensed drivers. As Regional Safety Manager for almost four years, he shared his wealth of knowledge by instructing on Hazmat topics for the entire company. His expertise extends to OSHA 30 certification, encompassing building inspections conducted nationwide. Jim's work also took him to various states, including Texas and California, where he executed intensive safety interventions. Among his responsibilities were auditing driver Hours of Service (HOS), addressing CSA scores, and conducting accident investigations, among others.

We encourage all our drivers to take advantage of Jim's extensive knowledge base. He is eager to address your questions and share valuable insights. In the near future, we invite each of you to drop by the office and meet Jim personally. We believe this will be a valuable opportunity for Jim to get to know all of you, and for you to get acquainted with Jim.

As the new Safety Director, Jim's goals are to identify and control exposure as a collective team, to protect the drivers, the company, and the traveling public so that everyone goes home the same way they came to work and to use training and education to prevent collisions and violations.

Jim Waydula's arrival marks an exciting chapter in our commitment to safety, and we are confident that his wealth of experience will be an invaluable resource for our entire team. Welcome aboard, Jim!

**EQUIPMENT**

Terminal will begin taking in some new equipment in the month of September. We have recently sold some 2020 Freightliners and are replacing them with a 2024 Freightliner and 2 2024 Peterbilts from Wisconsin Peterbilt in Stevens Point. We are looking to keep up with equipment replacements in 2024 and beyond. New equipment prices continue to increase while used prices have continued to fall. In the future we may look to replace equipment with later model used trucks as opportunities present themselves. Used trailer prices are also falling as new prices stay high.

## THINKING SAFELY

### JOB SAFETY BRIEFINGS AND POINT AND CALL: DOING IT DRIVES THE CULTURE

I have had the opportunity to work in multiple forms of transportation over the years. I have had a CDL for over 40 years, and was in aviation for 30+ years, including flying for an airline. The similarities in some areas are understandable, including hours of service, cargo securement, etc.

Both trucking and aviation focus on safety. However, one tries to combine safety into the operation as a way to change the culture, while the other combines the operation to an existing safety culture. The numbers are staggering.

#### Trucking In the USA:

- 570,179 Trucking Companies
- Over 4 million trucks
- 107,000 collisions on average annually.

#### Aviation in the USA:

- 18 major airlines, and many small "for hire".
- 204,000 total private and commercial aircraft.
- Annual average of 41 accidents/incidents involving commercial aircraft.



Figure 1: Jim Waydula in front of 727

The way the two industries classify an "accident" is different, so comparing numbers does not give a complete comparison. An aircraft "incident" would still be an accident in the trucking world.

The FAA and the National Transportation Safety Board (NTSB) define an accident as an occurrence associated with the operation of an aircraft but does not always include bent metal. For example, for an airline, a person tripping and breaking an arm getting off the plane is an accident.

In a truck, when it has contact with something, it is an accident or collision. Simple. A person goes to leave an aircraft, trips and falls breaking their arm, it is an accident according to the NTSB. There are

## ROADSIDE INSPECTIONS LAST MONTH:

2 bad roadsides – 2 violation

**If we can make it to the end of Sept without more violations, we will drop 51 severity points!**

### Long Idle Cost Month

# Of Gallons Burned: **3176** ↑

Average Fuel Cost: **\$4.37** ↑

**\$ Wasted: \$13879** ↑

### Safety Bonus Program

10,500 miles	10,500+ miles	\$200
11,500 miles	11,500+ miles	\$200
Moving MPG	Determined threshold	\$50
Long idle %	Under 25%	\$100
HOS compliance	0 violations	\$50
No citations, accidents, incidents	0 issues	\$50

**\$650 every month!**

**RECENT HIRES**

- Todd Custard
- Grace Kniess
- Steve Stave

**BIRTHDAYS**

- Tom Stone



**ANNIVERSARIES**

- Russ Johnson – 11 years

***Thank you for being a part of our team!***

many other variables, as well.

So when it comes to raw numbers, out of 4 million trucks about 2.6% were in accidents in 2021. Out of 204,000 registered aircraft, 0.04% were in accidents in 2021. This is including hobby aviation. There is no hobby trucking.

So how does the Job Safety Briefing or Point and Call Safety Checklist work with trucking? Local drivers might hear a safety message a few days a week. OTR drivers probably never. Are your safety procedures followed meticulously? Do you have employees who initiate a job pause or stop when something comes up creating safety exposures?

Airlines incorporate the Job Safety Briefing multiple times during a flight as a matter of routine operating practice. Before leaving the gate, the pilots brief the push from the gate, one for every phase of flight up to landing and the taxi to the gate.

For checklists, pilots have one for prior to pushing from the gate, for taxi, for take-off, climb, and cruise. Then the descent, arrival, pre-landing, landing, and after landing. Once parked at the gate, there is another checklist covering aircraft securement and shutdown.

It does not matter if a pilot is new or a long-time captain. The briefings and checklists are done each and every time. They know missing one thing can cause a catastrophic incident.

In trucking, we have many good, safe drivers who do drive safety and are willing to mentor younger people to do it the right way. Where we have a challenge is with drivers with the attitude of "I been driving X-years" or who are not willing to hear anything a non-driver supervisor says about safety.

The reflective question I will leave you with is, you would not accept the trucking safety culture with your airline, so why do you not require airline safety culture at your trucking company?

**-Jim Waydula, Courtesy of the MTA**

**SMITH SYSTEM KEYS**

- 1) Aim High In Steering: Look at least 15 seconds ahead of your vehicle.
- 2) Get the Big Picture: Maintain at least 7-8 seconds following distance in a CMV.
- 3) Keep Your Eyes Moving: Avoid focusing on any object for more than 2 seconds. Check your mirrors every 5-8 seconds.
- 4) Leave Yourself and Out: Surround yourself with space whenever you can.
- 5) Make Sure They See You: Seek eye contact, headlights on, use warning devices.

