

CARAVAN EXPRESS

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MESSAGE FROM THE PRESIDENT

BY: JOHN IWANIURA

As much as this spring and upcoming summer means a lot of enjoyment for many of us, it becomes challenging for truck drivers. Every weekend they will be witnessing thousands of additional cars on highways pulling campers, boats and bikes. For many drivers it will

be a first-time experience, and this season may reveal an apparent lack of awareness of the surrounding world on the road. It might be your neighbor, aunt or simply father with their families on a summer trip. You have to be aware of them. As professional drivers you must be proactive

with what is happening on the road and over your shoulders. Getting to the destinations safely depends on your professionalism as well. Let's ensure that everyone will arrive safely and lets enjoy a delightful summer together.

Introducing Peter Katsoulis

By Ola Iwaniura

Let's welcome aboard Peter Katsoulis, the new Fleet Driver Trainer joining our Safety Department. Peter will be closely monitoring our E-logs system, road testing new driver applicants and working with our in-house Driver Trainers in preparing our trainees to become the best drivers on the road. In addition to dealing with "newbies" Peter will also be examining our current fleet to see where we can improve things such as Fuel Efficiency and Log Violations. If you see him in the yard, walk on over and say hello. Peter is a super-friendly guy with loads of transportation knowledge under his belt.

July 1st: New Hours of Service

By: Peter Katsoulis

Most of you know that the American Hours of Service will be changing on the 1st of July. I would like to break it down here so that we can understand the new rulings:

Limitations on Minimum 34-hour reset

In the past, the rule stated that you must take a 34 hour reset to clear your hours. It did not matter what time it started or finished as long as you had a complete 34 hours off. The new ruling tells us that in that

34 hours you must have two periods of time off from 1am to 5am. This means 2 nights off to complete the reset, and you can only use it once in a seven day period.

Rest Breaks

Preceding the recent rule change, you were able to drive a complete 11 hours without stopping. The new rule is telling us that after running for 8 hours you must take a 30 mi-

nute break. This could be used before the 8 hours. For example, after 5 hours you take a 30 minute break because it is before the 8 hours of driving time. Doing this keeps you in compliance.

There will be an additional information page about the changes in your mailboxes. Please read it. If you have additional questions or feel that it is not clear, please come see me in the training room from 7AM every morning.

Company facility audit 2013

By: greg morris

Unless you have been away for the month of April you have probably heard Caravan passed a Facility Audit. What you probably didn't know was we passed with an impressive score of 80.24%. The

Facility Audit is an off road examination of an operators safety management controls and records. The Ministry of Transportation examines our driver qualifications records, vehicle

maintenance, trip inspection programs and our compliance with the Hours of Service regulation. Passing the audit is an important first step in Caravan (continued on page 2)

SPECIAL POINTS OF INTEREST:

- *Message from the President*
- *Company Facility Audit 2013*
- *Signing Bills of Lading Accurately*
- *Getting to know Rodney Lattmann*
- *Introducing Peter Katsoulis*



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The Importance of Signing Bills of Lading Accurately

By: Jeff Boyle

The Bill of Lading (BOL) is the most important document that the carrier possesses. It is the contract that defines the terms of carriage, acts as a receipt for the goods and may provide evidence of ownership of those goods. Any person signing a BOL should be aware of the terms that they are agreeing to and understand that it is a federal crime punishable by fine or imprisonment for up to 5 years, to falsely make or alter a BOL.

When signing a BOL it is the carrier's responsibility to ensure that the information contained in the document is correct or to have the shipper make corrections before signing it. Remember, as soon as you sign that document you are accepting 100% responsibility of the information on behalf of the company.

To assist you in ensuring that you are compliant there are 2 acronyms that you should be familiar with as well as understanding when to use them. These acronyms are SLC (shipper's load and count) and STC (said to contain). They should be used whenever you have the opportunity to do so because one of the largest reasons for carrier claims is that we aren't using these tools to protect ourselves.

The acronym SLC should be used whenever you are picking up a preloaded and/or pre-sealed trailer or when the shipper does not allow you to view the loading process. The BOL should be signed as follows: Name "Joe Smith", carrier "Caravan Logistics", date "May 14, 2013", "SLC 26 skids containing 2,000 pieces". This tells us that the shipper has loaded this trailer and didn't give us an opportunity to count the skids or pieces contained. Subsequently, if the shipper allows you on the dock to view the loading process but you are unable to count the pieces contained within the skid then you should follow this example: Name "Joe Smith", carrier "Caravan Logistics", date "May 14, 2013", "26 skids STC 2000 pieces". This tells us that the shipper gave us an opportunity to verify the skid count but we were unable to verify the piece count on the skids.

These 2 examples are tried and tested and are accepted industry wide. They are key in determining responsibility when customers are filing freight claims. These are the first things I look for in claims investigation to determine whether or not we should accept a claim and whether or not a driver should be charged back for non-compliance.

I hope that you will find this information useful and try and incorporate it into your daily process.

Company facility audit 2013 (Continued)

By: greg morris

(continued from page 1) recovering its 'Satisfactory' Carrier Safety Rating.

Next step... the audit score will be blended with our CVOR record. The CVOR is the on road record of our collisions, convictions and inspections. CVOR uses a Violation Rate percentile just like a report card. We expect to be notified of our new Safety Rating very early in June.

The 'Satisfactory' rating is an important public marketing brand and illustrates Caravans' commitment to Road Safety. It provides us with access to new business markets, LCV privileges and even better insurance premiums.

So now the Last Step... we must continuously police our compliance programs to keep it. So drive safely, stay safe and compliant because Ron Hawkins, Peter Katsoulis, Jeff Boyle and others are watching.

TRUCK DRIVERS AVERAGE YEARLY INCOME
 The average for a Truck Driver in the U.S. is becoming lower and lower.
 2009: \$74,000
 2013: \$68,000

TRUCKS VS. CARS

TRANSPORTATION IN THE UNITED STATES IS FACILITATED BY ROAD, AIR, RAIL, AND WATER NETWORKS.

NEW VEHICLES AVERAGE COST
 CAB: \$80,000 - \$90,000
 TRAILER: \$30,000 - \$60,000
 SEDAN: \$20,000

TRUCK ENGINES TYPICALLY 6 TIMES LARGER THAN CAR ENGINES

LENGTH OF TIME NEEDED TO STOP:
 TRUCKS NEED 40% MORE TIME TO STOP THAN CARS.

HORSEPOWER
 400-600 HORSEPOWER (TRUCKS) vs. 100-200 HORSEPOWER (CARS)

ENGINE DESIGNED TO GO:
 1,000,000 MILES (TRUCKS) vs. 200,000 MILES (CARS)

QUANTITY OF OIL:
 15 GALLONS OF OIL (TRUCKS) vs. 1.25 GALLONS OF OIL (CARS)

TOP TRANSPORTED GOODS: METALS, CHEMICALS, FOODS, FUELS, MACHINERY, AUTOMOTIVE PARTS

TRUCKS IN ACCIDENTS: TRUCKS ARE INVOLVED IN 2.8% OF ALL ROAD ACCIDENTS. 54% OF THESE ACCIDENTS ARE NOT THE TRUCK DRIVER'S FAULT.

FUEL CONSUMPTION US 2012: THE TRUCKING INDUSTRY CONSUMES 12.8% OF ALL THE FUEL BURNED IN THE UNITED STATES.

TOP EARNING COMPANIES:
 FedEx: \$4,718
 UPS: \$3,197
 DHL: \$3,183
 USPS: \$2,399
 Amazon: \$1,222

THE BIGGEST: The Caterpillar 797 is a series of off-highway, ultra-class, low-mile, conventional power take-off haul trucks developed and manufactured in the United States by Caterpillar, Inc. (specialized for both construction and mining, only construction applications were sold). The current model (conventional model) the 797F offers one of the biggest haul truck payload capacities in the world up to 400 short tons (360 t) and is the world's largest, highest-payload capacity, conventional ultra haul truck.

THE LONGEST: On February 18, 2010, an Australian-made Mack truck with 127 semi-trailers, 5,200 t (1,150 long tons), 1,400 short tons and 4,026 ft (1,228 km) and the longest truck to complete the record for the longest road to sea.

THE FASTEST: The truck, and also the fastest vehicle on the planet, which managed to develop a speed of 1000 (1000 ft/s). The car was bought by American Shocker System in 1995 - it was a 100 ton 1000 released by Ford. Shocker tested the car while working in a prison (the movement of food) and in 1998 the car was ready. The construction and release of the

Success At ExpoCam 2013

By: Sonia Merena

The Caravan ExpoCam Team would like to thank everyone who attended the show and helped represent Caravan Logistics to over 15,000 trucking industry members.

ExpoCam 2013, by comparison, drew 11% more attendees than in 2011. The Truck Show was an overall success and a meeting place for all individuals in the industry, old or young, to network, educate, and sightsee.



Celebrating 3 years as a dedicated transport carrier in Quebec and 16 years overall, Caravan Logistics has been a long standing member of the industry. Caravan Logistics showed off its true colours and officially introduced itself to the Quebec community as a great workplace and dependable carrier. We would like to thank the Caravan ExpoCam Team, especially all the Montreal staff and a special thank you to Caravan's dedicated drivers.

Next Stop Truck World 2014 at The International Centre, Toronto, ON.



"The more difficulties one has to encounter, within and without, the more significant and the higher in inspiration his life will be."

- Horace Bushnell

Spotlighting a Driver: Rodney Lattmann

What made you get into trucking?

The urge to travel and get around. Started driving at the age of 21 throughout the 80's in Europe; Norway, Spain, Italy. In 1989, I went back to Germany to visit my family and got recruited into the German army. Following the fall of the Berlin Wall, I drove a truck from 1989 until I got married and moved to Ottawa, ON in 1994.



Was this your first career choice or did you enjoy a career previous to this?

Living in Germany, I worked for Mercedes-Benz as a mechanic, I also did some welding work. I like being my own boss though, so truck driving was the perfect job.

What other companies have you worked for (trucking)?

I've worked at KOCH a German company. Big R Express for 12 years, Bytown, and System 55. I've been in this industry for over 25 years, so there are probably a handful of other companies I've worked for.

What is the most interesting thing that has happened to you while driving a truck?

In the 1990's, I use to have a Peterbuilt and Kenworth W9, on the back I had my motorbike, a XT550 on the aluminum-rack, that I had

welded up, behind the sleeper of my truck. My Kenworth even had a crane where the bike just hung behind the truck.

Do you have any tips or tricks for the road to share with our other drivers?

Plan your day! From the time you get up morning, to the moment you fall asleep, take all personal and work obligations into consideration. Throughout the day, the unexpected can happen so it is important to be ready to deal with it.

What can't you leave home without?

My little leather man! (for those of you who don't know, a Leatherman is a brand of multitools and knives made by Leatherman Tool Group).





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DEPENDABLE TRANSPORTATION
SOLUTIONS

ANNOUNCEMENTS AND MILESTONES....

Birthdays

John M, Bogdan C, Milford H, Duckyong M, Oleh V, Igor K, Ihor M, Sergiu C, Aureliu B, Mark D, Alexandre C, Logan C, Lech Z, Donald W, Vladimir S, Stephen Q, Marcin W, Gary S, Zoran K, Waldemar D, Piotr T, Tomasz G, Alan K, Jan M, Vasyl C, Bogdan S, Yang Choon Y, Hakan S, Vladimir T, Derek K, Norbert T, Kuldeep S, Marcel M, Serhiy N, Roby G, Michel R, Robert L, Miroslaw G, Leonard F, Franz B, Peter K, Gheorghie B, Edward L, Enzo C, Paul A, Mario M, Raymond K, Michel N, Stephane B, Igor C, Jean Paul L, Leszek R, Ilia P, Krzysztof S, Rostyslav S, Jaswinder G, Dimitriy L, Alexey O, Darlington S, Oleg S, Heather E, Kerry M, Anna W, Peter I, Anika M, Dave M, Joe P, Julie T, Denis I, Steve M, Renata U, Joanna K, Jason C

Years of Service Milestones

13 Years - Vasyl K

12 Years - Bob K

11 Years - Yurii H, Anna W

9 Years - Bogdan C, Leszek R, Logan C, Lech Z

8 Years - Julie T

7 Years - Vasyl C, Nicolas R

6 Years - Sungmok Y, Grzegorz B, Jeffrey M, Darek K, Denis I, Mike P

5 Years - Oleh V, Shawn B, Betty P

4 Years - Jeff B

3 Years - Maxim O, Yang Jun K, Miroslaw Z, Tomasz W

2 Year - Corrine H, Milford H, Mark B, David M, Edmond B, Carol T, Krzysztof C, Peter I

1 Year - Mark D, Mycull B, Boyd C, Yang Choon Y, Marcel M, Chad G, Christian S, Michel L, Phillip T, Kuldeep S, Bruce M, Curtis N, John D, Michael M, Anna B, Leanne B, Peter Z, Jason C, Jason S, Helen T

Thank you! & Congratulations

Safety Tip

This month's safety tip brought to you by J.J. Keller & Associates Inc.; "Vehicle inspections save lives, time, and money.

Saving Lives

Vehicle inspections save lives by making sure the vehicle is mechanically sound enough to respond to the driver's inputs. Of course, critical components such as brakes and steering are the most important inspection items in this area.

The other way inspections save lives is by making sure that none of the vehicle parts or components are likely to fail and potentially fall

off the vehicle. Tires, wheels, hubs, cargo, suspension, and other components fall into this category.

Time

Vehicle inspections save time by preventing breakdowns, which lead to unscheduled downtime. They also reduce the odds of being placed out of service following a roadside inspection, which can also consume a considerable amount of time.

Money

Vehicle inspections save money by keeping the vehicle running and making money, and by avoiding costly fines related to vehicle violations.



Don't forget to join our Facebook Page!
Lots of great photos and commentary.



Jeff Walhman, April's Facebook Winner!