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INSIDE THIS ISSUE

- 1 A CSA Message to Penn Tank
- 1 Lesson Learned
- 2 CSA Word Search
- 3 Keep It Clean
- 4 What Can You Do to Make a Difference?

ROADCHECK 2012

The FMCSA in partnership with the respective State and local authorities will be conducting RoadCheck 2012 on June 5th, 6th and 7th, 2012.

The effort will be focused on Level 1 inspections and will include driver and equipment inspections for compliance.

Please make sure that all are prepared and every effort is made to see that our inspections are positive.

A CSA Message for Penn Tank

By Steve McSherry - President

When CSA 2010 was first announced, a lot of carriers cringed. Penn Tank did not. We are confident in our safety program and the professional service each of us provides day in and day out. I thought "The other carriers will suffer and some will fall by the way side." What I didn't anticipate was how haz-mat carriers would have an even larger burden than most due to added scrutiny placed on Cargo Related & Driver Fitness items we have to deal with that not all our peers have to. Fortunately, this is being changed with a new Haz Mat portion to CSA. Up until now, we weren't compared to just our petroleum and flat-bed peers. We're lumped in with similar sized fleets that run the gamut of services.

In addition, our competition has had an awakening that they need to get better. So while we started so well on the CSA front, the rest

Please see *A CSA Message to Penn Tank* on page 2

Lesson Learned – Safety Cones & Vests

By Wayne Frantz – Northern Field Safety Supervisor

We all recognize the term "Safety Cones" and every one of our tank trailers must have a full complement of them on board. We also know they help define our work space when making product deliveries. Same as any highway work zone- cones placed around our delivery vehicles alert motorists and pedestrians of potential dangers.

Drivers must use safety cones at every delivery and their use is not arbitrary. Customer location, customer lot size, vehicle placement, driver preference, etc. have no bearing on determining the need for cones.

OK- you surround your delivery site with safety cones when in an

Please see *Lesson Learned* on page 3

CSA WORD SEARCH

Find these CSA related terms:

CSA

Comprehensive

Safety

Analysis

Crash

Intervention

Cargo

Fitness

Maintenance

Fatigue

B	E	N	T	C	O	A	L	A	J	A	C	K
C	O	M	P	R	E	H	E	N	S	I	V	E
S	T	O	O	A	M	I	C	R	A	E	T	P
A	S	Q	U	S	F	A	O	K	F	M	H	A
Y	O	U	N	H	G	R	L	T	E	D	O	T
I	N	T	R	E	R	V	E	N	T	I	O	N
J	A	M	I	E	T	R	Y	A	Y	T	C	I
W	C	H	U	G	H	E	S	S	T	E	V	E
C	A	N	A	L	Y	S	I	S	I	R	M	P
A	R	P	I	E	T	E	R	A	R	I	S	F
R	G	R	I	A	D	F	I	T	N	E	S	S
Y	O	S	H	E	R	R	I	E	C	N	A	R
P	I	M	A	I	N	T	E	N	A	N	C	E
M	I	K	E	L	U	E	J	A	C	K	T	O
F	A	T	I	G	U	E	R	O	N	F	O	R



What is CSA?

Comprehensive Safety Analysis

CSA is a new approach for the Federal Motor Carrier Safety Administration (FMCSA) to improve highway safety by reducing crashes, fatalities, and injuries.

CSA will use road side inspection and other records to assess the safety of a motor carrier and drivers.

A CSA Message for Penn Tank from page 1

of the pack has been catching up. We need to stay out front and continue to be the top carrier in our industry. That is why senior management has made CSA our focus in 2012. You'll be hearing a lot from us and seeing us in the field quite a bit more. The FMCSA thought carefully through this CSA process and while it is an additional hurdle for us to overcome, it will ultimately make us a better company. Let's continue to do things the right way. As long as we stick to our programs and take pride in what we do, our CSA scores will show it in the long run. Thanks for all your efforts and keep up the fantastic work!

-Steve McSherry

President

Keep it Clean –Including Your Cab

By Jack Williams - Chief Operating Officer

I have had the opportunity to participate in most of the Safety Lane Inspections over the last few years. This year I have noticed that we have made a lot of progress and are not finding as many problems. This means that most of our drivers are doing their jobs properly and inspecting their unit every day for defects.

However, the most negative thing that I observed this year is cab cleanliness. It disappointed me to see so many cab interiors cluttered with papers and waste. Also, I noticed that most of you are carrying articles that are not secured, which is a violation in itself. As for the papers and waste, I do not understand how you allow the interiors to get so cluttered when this is the place you spend most of your time during any 24 hour period. I know that you do not allow your home to look like this, and I challenge each and every driver to take control of this.

I have talked to a lot of DOT officers, and they tell me that they get their first impression of how well the truck is maintained when the driver opens the door to greet them and they either see a clean interior or a pig sty. Most of them told me that if the interior is clean and orderly, they are less likely to look for other problems. With that in mind, after what I experienced, I would say we are giving them a poor impression. Please look around your cab and see what you can do to change these impressions. A clean DOT inspection starts with a clean and clutter free cab.



Senior management at the Mechanicsburg safety lanes

„A clean DOT inspection starts with a clean and clutter free cab.

Lesson Learned from page 1

open area but what about the locations affording natural protection like curbing and shrubs? In these cases cones should be used to mark vehicle corners or parameters. Most areas you consider protected are open driveways that you blocked to unload and motorists may not realize the danger until it is too late! Rule of thumb is-

IF YOU HAVE HOSES OUT YOU SHOULD HAVE CONES IN PLACE

LESSONS LEARNED

- ***Every tank trailer must carry safety cones***
- ***Checking your safety cones must be included in your vehicle inspections***
- ***Safety Cones, like safety vests, should be used at every delivery***
- ***Safety cones warn the public of pending danger and your work area***
- ***Safety cone rules apply to all deliveries- even when vehicle positioning prevents through traffic***

Safety cones protect you as well as the people around you

What Can You Do to Make a Difference?

Contributed by Sherri Wisdo - Chief Financial Officer & Steve Chastain - FL Field Safety Supervisor

To our PROFESSIONAL DRIVERS

AVOID ROADSIDE INSPECTIONS!

- **35% of Roadside inspections are triggered by speed.** By not speeding, you will avoid a speeding ticket and a roadside inspection.
- **31% of roadside inspections are triggered by observable defects (brakes, lights and tires).** Make sure you do thorough and routine pre-trip component inspections. Don't make yourself a target for a roadside inspection!
- **Participate in as much safety training as you can.** The more you learn and re-enforce safe driving behavior the better driver you will become. Make sure you maintain a top driver safety rating and you will ensure a successful career as a professional driver.

To our MECHANICS

MAINTAIN THE EQUIPMENT – DON'T GIVE THE D.O.T. OFFICERS A REASON TO WRITE US UP!

- Do **Preventive Maintenance** Tasks
- Do Thorough **30 day inspections**
- **Walk the yard** to look for any visible defects
- **Don't delay** repairs

To our TERMINAL OFFICE STAFF

SUPPORT YOUR DRIVERS!

- **Remind the drivers to check to ensure documents in the trucks are complete and valid** - If you see a driver heading out the door; remind them to check before he or she leaves the yard.
- **Remind the drivers to take his/her driver's license and medical card** – Just ask the question, "Hey, do you have your license and medical card?"
- **Report any defective lights or other obvious mechanical defects if you see them** – You can save us from an unnecessary strike against our scores!
- **Practice and enforce the policy of no cell phone use** – Don't call him or her!
- **Double check what you dispatch to your drivers** – Make sure the driver has the correct information.

SUPPORT STAFF ~What can you do to make a difference?

PRACTICE SAFETY and SUPPORT YOUR DRIVERS!

- **Drive defensively** – practice safety in your everyday lives. Safety isn't just for our Professional Drivers; it's for every one of us!
- **Stress the importance of CSA whenever you can**- Negative CSA Scores affect our ability to attract and maintain business
- **Ask yourself how you can be the best support resource** - Respond to drivers' administrative concerns so he or she can focus on driving and delivering product safely and without incident.
 - **Provide accurate info and answer drivers' questions & concerns promptly**
 - **Keep CADECS up and functioning**
 - **Make sure that tags/permits/documentation is current**
 - **Respond to terminal needs swiftly so that they can focus on what they do best!**