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Carrier Safety, Security, and Partnership

We are frequently asked about the methods we use to choose our carriers. We use a very thorough and deliberate process to screen all truck lines and their drivers. Our minimum requirements sometimes exceed those of our customers' risk managers, and our screening and benchmarking processes keep it that way.

INSURANCE:

We require minimum levels of insurance from our carriers in 5 different categories: General Liability, General Aggregate, Auto Liability, Cargo, and Maximum Deductible Limits. These minimum requirements exceed D.O.T. requirements. Any trucking company whose insurance does not meet our standards is not hired.

SYSTEM:

Our operating system gives us great tools to make sure our carriers are of the highest possible quality. We have programmed a series of flags that alert us to insurance and/or contract changes or expirations, poor performance, missing documentation, changes in D.O.T. ratings, and any other condition that might be a problem. Even if a carrier is already in our system, these electronic 'flags' prevent us from assigning a carrier that does not meet our standards.

PERFORMANCE:

Our entire active carrier base is analyzed quarterly for insurance, safety, equipment quality, and other metrics. Those carriers who are not re-qualified is removed from use by installing one of our electronic 'flags'.

We also use a strict benchmarking system. We record incidents on carrier non-compliance or failure. Any carrier whose incident report total exceeds 5% of the number of shipments handled is removed from use and flagged. In the case of an extreme incident the carrier will be removed from use immediately regardless of number of shipments handled.

SAFETY:

Our system is linked to the FMCSA 'SafeStats' website. The simple entry of an MC number in our system automatically allows us to check the carrier's safety rating, as well as providing an additional check of their insurance.

But we don't settle for this 'quick check' of the carrier's safety records. We require a written Safety Certification to be signed (independently of our contract). The provisions of this certification mirror those of current and future D.O.T. standards.

We are well aware of the ongoing changes in D.O.T. regulations. As full implementation of CSA2010 takes place (the first warning letters have just been sent) the old reports will be replaced by the new standards in our system. This will also occur if and when the HOS rule changes are implemented. As all legal standards are changed and/or upgraded, our system will even continue to provide a safety net, to prevent us from using carriers that were in compliance using the old standards but do not meet the new ones.

In Conclusion, W.I.S. takes our responsibility to our customers seriously. Some may consider these actions unnecessary or even 'overkill, but ONLY the most responsible carriers are used for the on-time and safe movement of your freight.