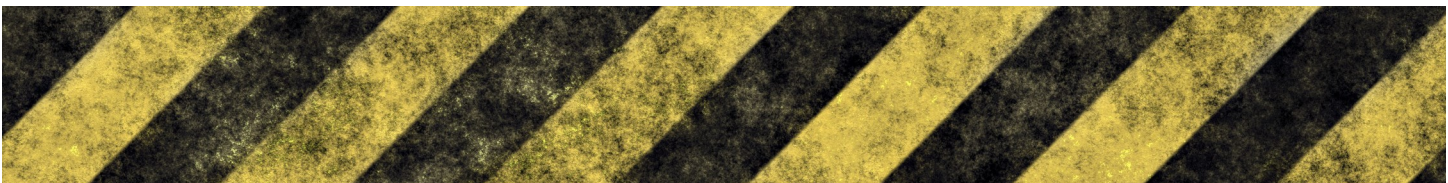


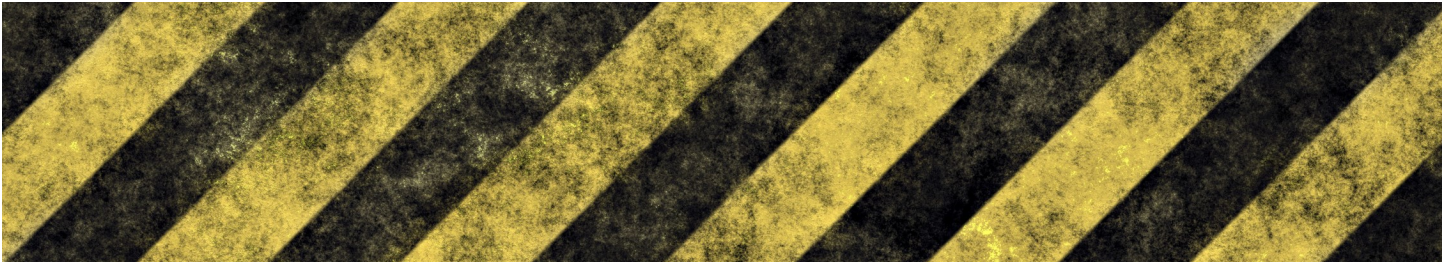


DANGEROUS DELIVERIES

**How King County Concrete Companies
are Putting the Public at Risk**

TEAMSTERS LOCAL 174





DANGEROUS DELIVERIES:

How King County Concrete Companies are Putting the Public at Risk

Concrete mixer trucks present a unique public hazard in King County. Unlike other large commercial trucks, concrete mixers regularly operate in residential neighborhoods and dense urban areas where ready-mix concrete is needed for construction projects.

Loaded concrete mixer trucks weigh up to 76,500 pounds, ranking among the heaviest commercial vehicles. Because concrete mixer trucks carry most of their weight in the mixing drum, they are top-heavy. This makes them unstable, prone to rollovers, difficult to maneuver, and harder to stop. Operating concrete mixer trucks safely requires skilled, professional drivers, proper maintenance, and compliance with state and federal safety regulations.

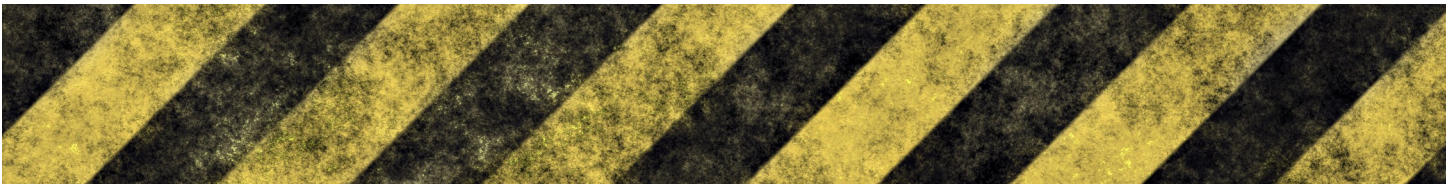
Unfortunately, the four companies that control the ready-mix concrete industry in King County (Cadman Materials, Inc., CalPortland, Salmon Bay Sand and Gravel Company, and Stoneway Concrete) have forced hundreds of professional concrete mixer truck drivers to strike. As a result, King County has been flooded with third-party concrete operators that are putting the public at risk.

The photographs on the following pages were all taken in King County since the strike began on Dec. 3, 2021. These are documented examples of how replacing professional, trained concrete drivers with third-party concrete mixer trucks puts our communities at risk.

Serious crashes involving concrete mixer trucks have increased upwards of 26% over the last five years. In 2019 there were 752 crashes that led to injuries, and 911 crashes that were bad enough that vehicles had to be towed away. When large trucks get into crashes, the highest risk of death is for people in passenger vehicles. In 2019, 67 percent of large truck crash deaths were occupants of cars and other passenger vehicles. 16 percent of deaths were truck occupants, and 15 percent were pedestrians, bicyclists, or motorcyclists.



January 27, 2022. A crash involving four vehicles, including a concrete mixer truck roll-over, in Sumner, Wash.



Cadman Materials' "Ghost" Concrete Mixer Trucks


King County's concrete companies operate under federal regulations that require interstate motor carriers to register with the Federal Motor Carrier Safety Administration and to display their U.S. Department of Transportation ("USDOT") numbers as well as the name of the operating company.

A USDOT number serves as a unique identifier when collecting and monitoring a company's safety information acquired during compliance reviews, audits, crash investigations, and inspections.

When companies lease vehicles for more than 30 days, each vehicle must be marked with the words "operated by," followed by the lessee's legal name or trade name, as well as the lessee's motor carrier identification number preceded by the letters "USDOT."

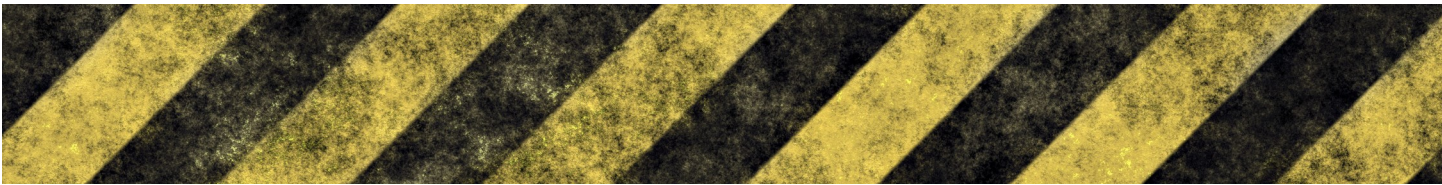
In these recent photos, Foundation Specialists LLC is operating unmarked ("ghost") concrete mixer trucks owned by Cadman Materials on the highway and in residential areas. Cadman's name is covered up, the trucks are not marked with Foundation Specialists' name, and the trucks are operating under Cadman Materials' USDOT number. All of these practices may be violations of USDOT regulations.

Cadman Materials is owned by the German multinational corporation HeidelbergCement.



"I'm outraged for the city and for the residents of this neighborhood. We don't know who's operating the trucks and who will be held responsible if an accident occurs."

Todd Parker, Cadman mixer driver, 25 years of experience

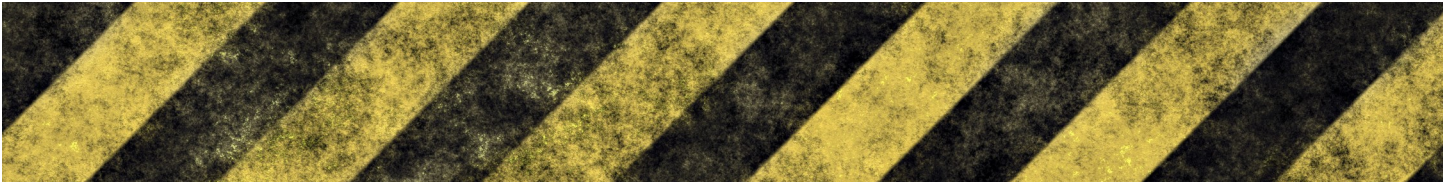


In these recent photos, Ryatt Construction, a company that does work for the City of Seattle, is using tape to disguise Heidelberg's name on a concrete mixer truck. They are operating the "ghost" trucks with Heidelberg/Cadman's license plates and without marking Ryatt's name on the vehicles as required by USDOT.



"I've worked at Cadman Materials for over twenty-three years. I never thought they would allow subcontractors to use painters tape to white-out Cadman's name on trucks and operate in residential neighborhoods without proper DOT markings. We don't know if these drivers are properly trained or if these operators have proper insurance."

Greg Estes, Cadman mixer driver, 23 years of experience



Outlaw Concrete Mixer Trucks

The ready-mix concrete industry is currently flooding King County with concrete mixer trucks that are operating unsafely and not complying with federal and state regulations (“outlaw trucks”). Additionally, outlaw operators often run overweight trucks and may not be in compliance with hours of service regulations.



This is a recent photo of an outlaw concrete mixer truck operating on the highway without a license plate and without a concrete chute cover that prevents concrete, rocks and debris from hitting other vehicles.

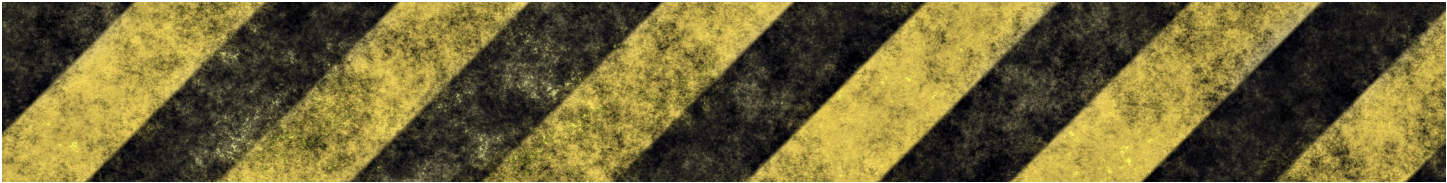


This is a recent photo of an outlaw concrete mixer truck operating on the highway without a rear fender. It also has a missing brake light and a missing turn signal. This puts other vehicles and drivers at risk.

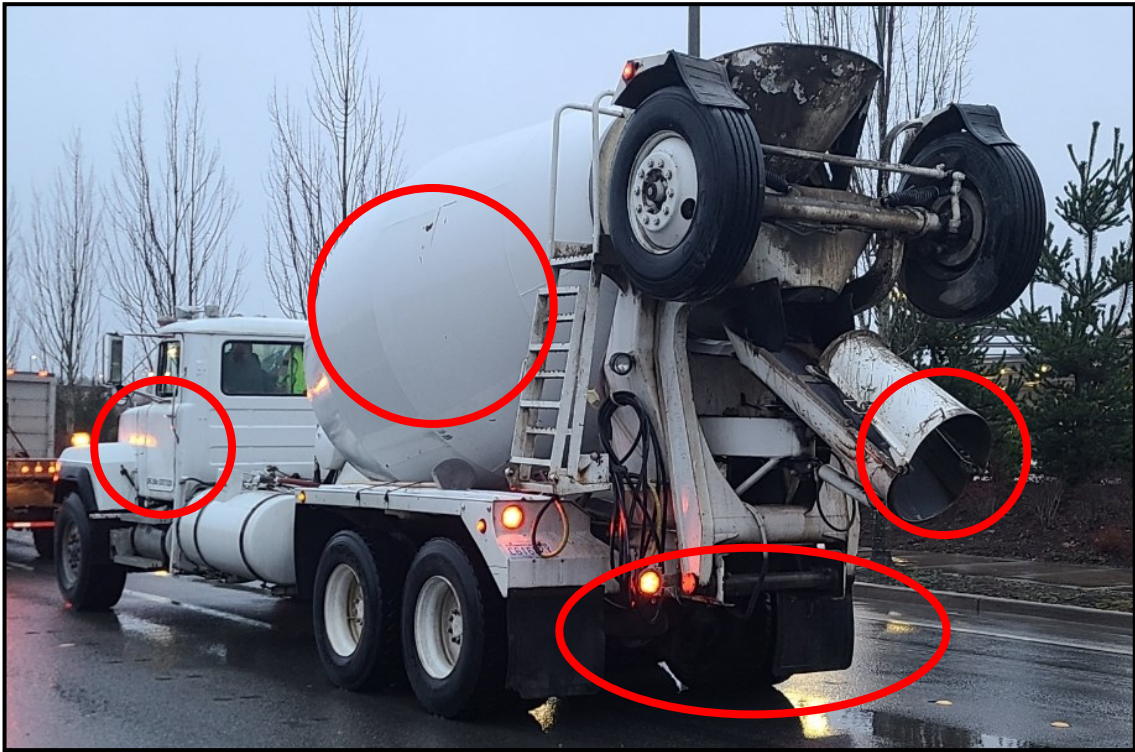


“It’s dangerous to operate a mixer truck without a chute cover. Chute covers prevent mixer trucks from dropping wet concrete on public roads with other cars around. It’s unsafe for the cars traveling behind the mixer and it also presents a safety hazard after it hardens on the road. And it’s an environmental hazard as well.”

Brett Gallagher, CalPortland mixer driver, 17 years of experience

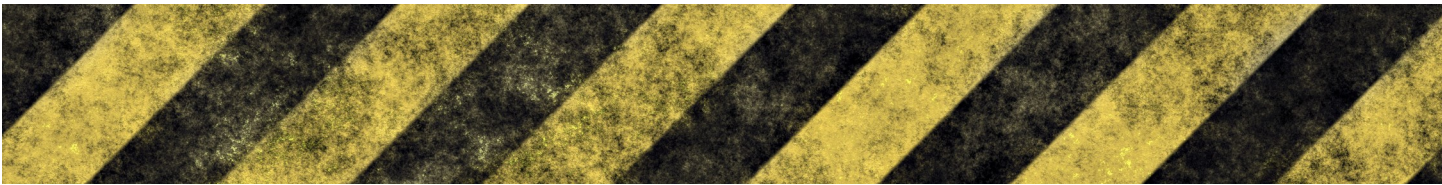


These are recent photos of a concrete mixer truck registered to Ismael's Construction. It is operating without a chute cover, rear bumper, proper company name markings, or a USDOT number on the vehicle.



“The difference between professional and outlaw carriers is night and day. The carriers flooding the market are treating King County like the Wild West - they’re operating as if there are no rules. We are longtime, professional operators who respect and follow the rules and regulations, which exist to ensure our safety and protect the public.”

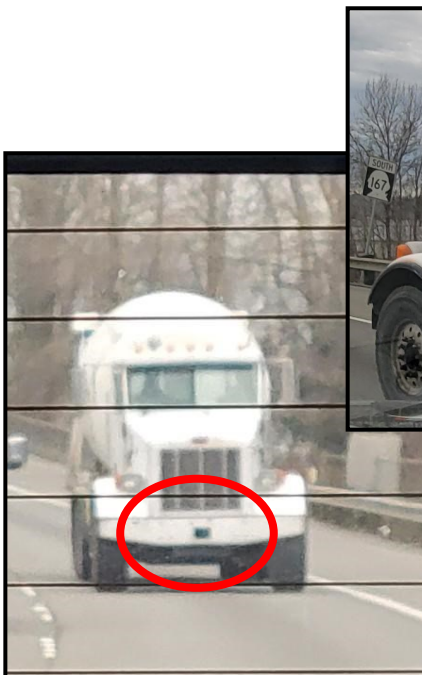
Brett Gallagher, CalPortland mixer driver



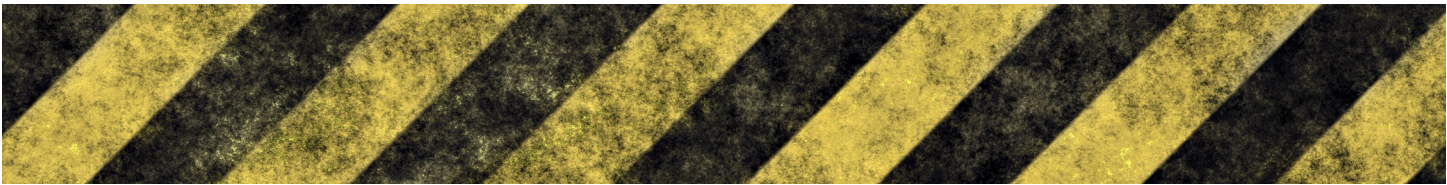
This concrete mixer truck operating under the company name "Old Mack" is utilizing the USDOT number 2423105, which is registered to a different company, Glasco Concrete Delivery.



This concrete mixer truck registered to American West Coast Construction is operating with windows that appear to be illegally tinted.

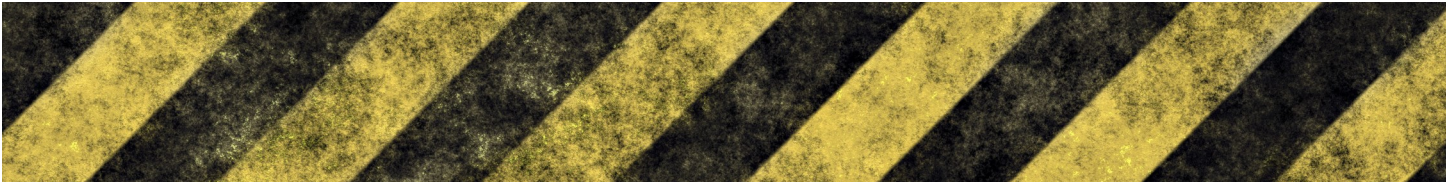


These are recent photos of an unmarked concrete mixer truck operating with no chute cover, no company name, no USDOT number, and no front license plate.



These are photos taken in February 2022 of concrete mixer trucks operating without company names or USDOT numbers.

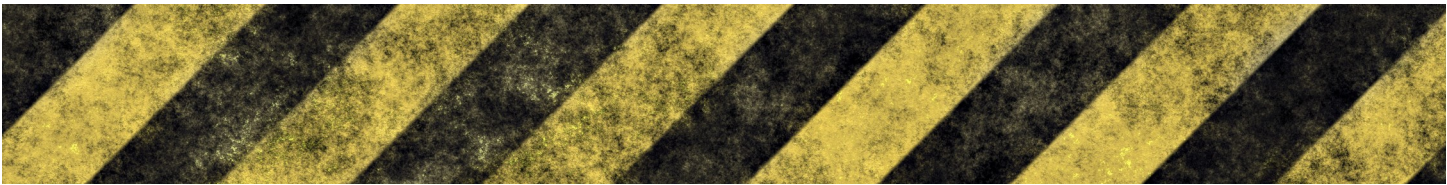




This unmarked concrete mixer truck with an out-of-state license plate is operating in King County with no name and no USDOT number.



Rusted frame bolts on this concrete mixer truck registered to STS Construction Services indicate the vehicle has not been properly maintained and could cause a structural failure.



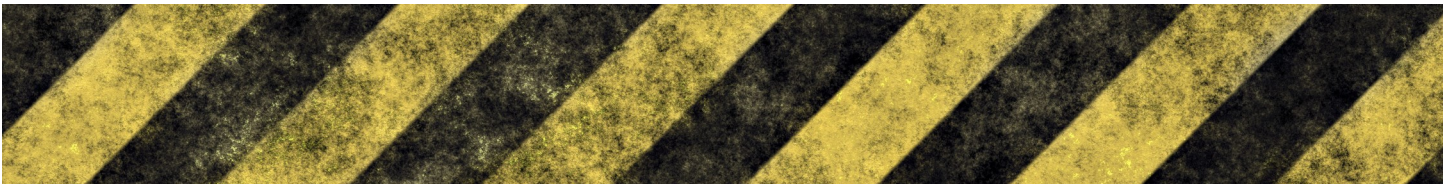
These photos, also taken in February 2022, are of concrete mixer trucks operating without properly marked company names and/or USDOT numbers.



"We need the authorities to step in and make sure concrete mixer trucks operating unsafely are taken off the road. I would never operate my mixer like this. These laws exist to keep our communities safe."

Brett Gallagher, CalPortland mixer driver





These Ready-Mix Concrete Distribution Facilities are Servicing Ghost and Outlaw Concrete Mixer Trucks

