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Monsanto

ACTIVE
FILE

PLAINTIFF'S EXHIBIT

MON-1277

FROM (NAME & LOCATION) W. W. Lawson - Texas City

DATE October 16, 1975

SUBJECT Plant Traffic Volume

REFERENCE

TO : G. L. Copelin

cc: E. R. Albritton
W. T. Anderson
J. B. Cook
J. M. Gatewood
C. C. Hebert
A. W. Kuehl
C. M. McCullough
W. L. Riddick
T. E. Riedmueller
J. E. Robinson

Please reference your memo to Jim Robinson dated September 22, 1975, concerning plant traffic volume.

We have examined distribution's area of responsibility and have determined that the only vehicles under our control are common carriers coming into the plant to transport material and distribution operations' pick-up truck.

Concerning the common carriers, we have taken the following actions to attempt to relieve congestion and to smooth the flow.

1. No more than two trucks will be scheduled for arrival between 0700 and 0730. This will minimize the number of trucks waiting to be weighed at shift change when the scale house is not staffed for a period of 30-45 minutes.
2. Roundtrip estimates on tank trucks used for multiple daily shipments have been updated and future shipments will be spaced to minimize congestion.
3. Lowe Chemical shipments will be scheduled to arrive for loading on the second shift. In the past, they arrived at their convenience during the day shift.
4. With Marketing's assistance, we will attempt to schedule the arrival of customer pick-ups. However, past efforts in this area have been ineffective.

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5. Purchasing has been contacted and will assist us in scheduling inbound tank truck receipts. Hopefully, we can tighten up in this area.
6. More priority will be placed on staffing the scale house, thereby expediting the processing of trucks for loading and shipment.
7. Pumper Gauger safety meetings previously scheduled at shift change (0730) will be scheduled at another time. This combined with Item 1 should result in a substantial reduction in the congestion seen in the early morning. (0730-0830)
8. Traffic will be notified by Materials Handling through the loading schedule of a carrier's failure to arrive with $\pm$ 1 hr, of his scheduled arrival. Those carriers consistently failing to meet schedules within these limits will receive a formal complaint from Traffic. Continued failure in this area likely will result in the carrier's loss of business with Monsanto.

Concerning distribution operations' pickup truck, its use will be limited as much as possible, particularly during day shift on week days.

If you have any further questions, please contact me.

W. W. Lawson

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