

2ND QUARTER 2019 NEWSLETTER

TRUCKMEN



Jacquie Jenks, Kingsville Elementary 1st grade teacher



Deanna Fleischmann, Executive Director of the Villa

CABOVER OFFICE

By Jeff Jenks
jenksjeff@truckmen.com

It's been pretty hard to focus on anything but "Covid" lately. Electric trucks or solar panels seem to pale by comparison! So, even though it's probably all you've read about recently, I had to share this story.

My wife, as many of you all remember, is a first grade teacher. "The Covid" (as her students refer to it) has forced her to teach remotely from home. I've had a front row seat for the trials and tribulations that have taken place while she has been challenged to learn one "on line" teaching tool after another. From before I leave in the morning until just about bedtime she's on the laptop meeting with peers, recording videos for instruction, hosting live group sessions with her students or checking and responding to her students "flip grids". Many of the assignments don't start rolling in until after dinner when the working parents have time to help their kids. There has always been a lot of homework with her job but I'm pretty sure this process has been more time consuming!

As I'm sure a few of you can relate, tech stuff doesn't always

make perfect sense to us middle age folks let alone the glitches that seem to appear out of nowhere and have your heart in your throat wondering if the whole lesson is going up in smoke!

I've watched her accept this challenge with her usual positive attitude and not only become accomplished at it but take it to the next level. She was asked to do something called a Korda Project which was challenging enough in the classroom let alone remotely.

The Korda approach involves community based learning experiences. I enjoy it because it takes a business approach to learning. I thought it was a great idea but couldn't imagine how you could do it at the first grade level. It's an exercise in problem solving and team work. A problem is clearly defined by a business person in the community. The class is divided into teams. The teams conduct research, interviews, collect and analyze the data. The individual team members draw their conclusion on what they think the best solution to the problem is. They present this to their teammates who all then have to agree on their team's final solution. The teams then make a final presentation to the business person. The final piece is a self reflection for the students.

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Cabover Continued

The first round of this process to be done in first grade focused on making lunch in the cafeteria a more pleasant experience. I would never have guessed that the results came from first graders.

But listening to them go through round two on line through this whole process was amazing! It was heartwarming to hear the students present their solutions on how to uplift the spirits of the residents at a local assisted living facility. Their spirits are down because they can't see their loved ones due to "The Covid." The majority of her families then followed through with their solutions creating student art work, writing letters, making cards and collecting items to create care packages for the residents.

My hats off to the educators of the world that have risen to this challenge and kept the learning going on!

Drive safely! School is out!



Owen Harrison, 1st grade student

The HR and Safety Scoop

By Lisa Jackson
jacksonl@truckmen.com

FMCSA Announces Final Rule on Hours of Service Reforms

The Federal Motor Carrier Safety Administration (FMCSA) has announced the publication of its long-awaited Hours of Service (HOS) reforms. These revisions will be posted in the Federal Register in the next few days.

The rule expands split-sleeper berth options afforded to drivers to allow them to split their 10-hour off-duty period into windows of seven hours and three hours, in addition to the existing eight-hour, two-hour option. Unlike current regulations, the shorter window in any split of off-duty time will not count against a drivers' 14-hour on-duty clock.

Although a more far-reaching provision had been proposed, allowing drivers to pause and extend their 14-hour clock by taking three hours off duty, this was not included in the final rule.

Provisions around the 30-minute break requirement have been changed, allowing drivers to log the break as on-duty, not-driving status, and requiring the break within their first eight hours of drive time, rather than their first eight hours on-duty.

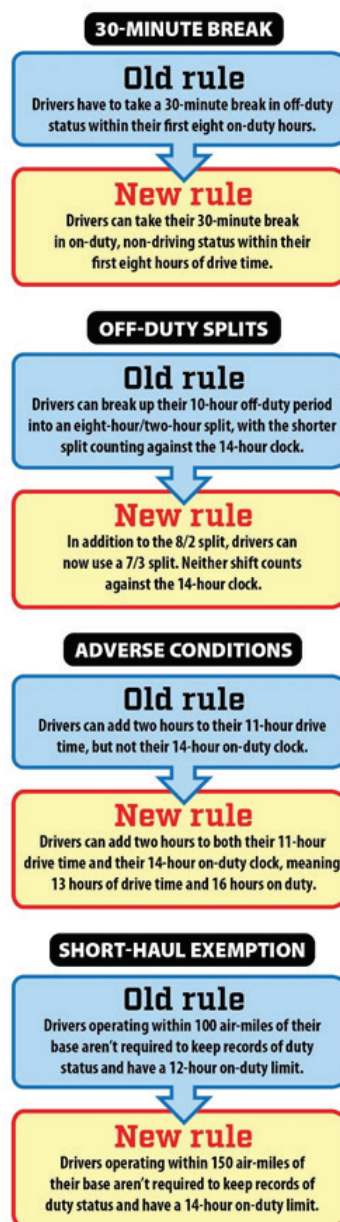
The new rule will also expand the adverse driving conditions provision by allowing drivers to extend both their drive-time limit and their on-duty window by two hours if they encounter adverse

conditions such as weather or traffic congestion. The agency says the provision will allow drivers to either sit and wait out the conditions or to drive slowly through them.

In a key victory for short-haul carriers, the reforms expand the exemptions for short-haul drivers by extending their allowed on-duty period from 12 hours to 14 hours. It also expands the short-haul radius from 100 air miles to 150 air miles. Drivers under the short-haul exemption aren't required to keep records of duty status.

Once the final rule is published in the Federal Register, the new provisions will take effect 120 days later. This means the current regulations remain in effect until mid-September.

Reprinted from Ohio Trucking Association 5/15/20



Pandemic's Effect on Our Industry

The financial impact of the COVID-19 outbreak on the trucking industry has been substantial. Freight demand has declined significantly since the onset of this latest pandemic which only first came to light in the U.S. in early March. After an initial upward surge for consumer goods such as groceries, cleaning products, toilet paper and other staples mainly to big-box retailers, freight levels have dramatically fallen. In April alone spot market freight dropped 54% year-over-year. This is where shippers have more loads than their contracted house carriers can handle so they move to the open market for spot bidding. Freight tonnage overall fell 12.2%, a staggering drop in volume. Regardless of which way one looks at it both these vantage points were devastating, historically bad industry numbers.

This big of a drop in freight has many implications for trucking which is a high-cash flow, low profit industry. Data taken from the Department of Labor showed that U.S. payrolls dropped about 88,000 drivers in April, while early estimates provided by the American Trucking Assoc. (ATA) showed a loss of 65,000, both historic drops and in such a very short period of time.

Normally, these drops occur over a much longer period as the economy moves from strong and hot, to very weak and cold.

Unfortunately for those drivers that remain employed they now face a forever changed delivery landscape. A completely new normal in the supply-chain industry that may last several years. It began immediately with drivers being greeted nationwide at truck stops with many movement restrictions and very limited dining and showering options. They arrived at pickup and delivery locations and faced new engagement rules such as staying in the cab while an employee of the facility handed them a clipboard to sign bill-of-ladings. The use of onsite restrooms was mostly prohibited. If allowed inside plants or DC's drivers were being restricted to cages in the dock area only.

All of this shocking new normal was playing out live for them while their families back home were struggling to sort through Covid-19's new stay at home orders. They were dealing with restrictions on all but basic shopping, very limited carryout dining, school closings, no daycare, allowing for essential workers only, no church services, visits to assisted living, nursing homes and hospitals.

And while many millions were now being offered the option to begin working from home either short or long term in this new normal, obviously for the millions of truck and delivery drivers they did not have that as an option! And it's long from over...so please be safe out there!

LETTER FROM THE EDITOR

By Julie Lefelhoc
lefelhocj@truckmen.com

These are difficult times. In trying to come up with a topic for this newsletter, I was perusing industry news publications for any ideas, but mostly found news related to the world's current problems- the global pandemic, mass unemployment and protests over racial injustice. These are all very important timely topics of course, but none of them are things that I feel capable of tackling in our Truckmen newsletter! And I was really hoping to just encounter a subject that might distract us from all the negativity for one minute.

So, in search of something more positive, I ended up just googling "good news". When in doubt, google it, right? Anyway, the results were a mix of things, as you can imagine, but a web site called "Kindling.xyz" caught my eye. The first thing I see on the home page is a shot of the Earth with the caption "Humanity is beautiful: Our challenge today is not overcoming our shortcomings or atoning for our sins. Our challenge is fully acknowledging, embracing, and harnessing our incredible gifts." I'm thinking- OK, I'm onto something here. So, I choose the menu "Yesterday's Genius" and pick the "Timeline of Human Genius". Why not look at the history of our shining moments, right? There might be some great things to share here.....

Well, this is when I realize that the category of human genius is a very broad spectrum for the Kindling staff and their notion of positive news is also very subjective and political. Most of the "milestones" were clearly very liberal political wins- certainly

positive for many people, but I don't need to start a political debate in this forum. Oh well, hit another wall there.

So, after all this time spent trying to look outward for positive news, I've decided that I'm much better off looking inward. Sometimes you need to turn off all the noise and spend a little time reflecting on your own little world. And I have a lot to be positive about. Despite the economic climate and some decrease in business, Truckmen has been able to keep everyone working. We have been here getting the job done throughout this entire COVID-19 crisis. I work with wonderful people who meet challenges every day, but also care about each other and laugh and share. I have a healthy family who has adapted remarkably well to this new world order of digital work and school and has handled everything independently while Mom goes off to work every day. I have friends that have various levels of comfort regarding the virus but have stayed in touch without judgement of differences. As my 13-year-old daughter says, "You do you and I'll do me." A simple but powerful statement that many people would benefit from following!

I have been fortunate, and I guess I don't need to scour the news to find some brightness when the world appears to be pretty dark at the moment. It's right here in front of me. I know not everyone has been as lucky, so I guess it's up to those of us that have marginally little to complain about to be the support for others that do. But, isn't that always the case? That's the genius of humanity, I think. Recognizing when we don't need as much as others and doing just a little bit to help balance the scales.

Wishing you all perseverance, good health and some brightness!

SHOP NEWS

By Melissa Jewell
jewellm@truckmen.com

My expectations of the new year are the same as always! I am excited for spring, even though most of you already know I hate change. But I love God's handiwork with the seasons throughout the year. No matter what is going on in the world, time marches on. We rarely take the time to really stop and smell the flowers or enjoy the sunset. Some things become clearer to you the older you get.

One of the things my dad would often say last year after he got sick was, "You can't change time, but time changes everything." It was a phrase that I reflected on often. It just spoke volumes because it is so true. It was a very fitting saying after he passed away last year and there is not a day that goes by that I do not think about it.

What is fitting to talk about right now in a Newsletter? Nothing! I have always believed that if you are not willing to feel someone's pain, you cannot really help them. My heart is filled with grief for all who have lost someone during this moment in time that cannot be changed. There are no words to say, just feelings to share and prayers to reach out to you wherever you may be. Prayers are powerful in numbers. Talking to someone that cares is monumental. Believing things will get better is what takes time.

In closing: be respectful to people, do your part, be sensitive, treat people the way you want to be treated, and always keep in mind that the person standing next to you may be going through the same thing you are. A smile goes a long way!

Business will continue as usual; we are all essential in my book. I want to thank everyone who has been so understanding through these difficult times. We value each-and-every one of you, our vendors and customers. Stay safe and blessings to you all.



4TH QUARTER/ANNUAL 2019 SAFETY BONUS AWARD WINNERS

4th Quarter- Mark Currier, Brad Hall, Bill Thompson

4th Quarter and Annual- Rick Akers, Mark Lambert, Rich Madarena, Mike Minman, Jim Neely, Mike Pudder, Tom Rickard, Mark Sharp, Bobby Wurm, Ken Call, Jesse Billicic