

The Sheehy Mail Driver Newsletter

October 2018 Edition

Issue IX



U.S Faces Historic Labor Shortage



The United States is facing the largest labor shortage in recent history as the unemployment rate drops to a 50 year low as we head into the 2018 holidays

It is widely known that the trucking industry is facing an unprecedented labor shortage. The American Trucking Associations (ATA) estimates that the industry is currently short by about 55,000 truck drivers, with the number expected to grow to more than 100,000 by 2020.

However, trucking isn't the only industry facing a massive labor shortage. The holiday shopping season is still about one month away, but faced with low unemployment and rising wages in other industries, U.S retailers are scrambling to find employees to staff their stores for the holidays.

In September the U.S unemployment rate reached a record low of 3.7%; the lowest it has been since 1969. Employers added more than 134,000 jobs alone in September adding to rising wages and increased consumer confidence.

This holiday season experts predict that more than 50% of holiday shopping sales will take place online with 46% of all orders being placed on a smartphone. Due to this the demand for shipping has never been higher, and with capacity remaining tight rates are continuing to balloon to meet demand.

Some 757,000 retail jobs were open across the country in July, about 100,000 more than the same time a year ago. The number of openings of all types surpassed the number of hires from March through June for the first time in a decade.

Only time will tell to see how long the market can handle such a shortage of labor. But as history shows supply and demand always correct themselves.

In The News

- Replacement USMCA trade agreement seen as good news for trucking (Heavy Duty Trucking)
- DOT updates guidance on autonomous vehicles (FleetOwner)
- Stakeholder comments to FMCSA favor HOS flexibility (TransportTopics)
- Hurricane Michael batters Florida panhandle, HOS regs lifted (CCJ)

Driver Spotlight

For this month's Driver Spotlight we have Lenier Roberts! Lenier currently operates out of our Milwaukee, WI terminal and drives on routes to Chicago, Des Moines, and Green Bay. Lenier has been driving with Sheehy Mail for just over two years. Lenier says he enjoys driving with Sheehy Mail because of the reliable equipment, having consistent and steady work, loves being on the road, and says that Sheehy treats him well which makes him work hard. In his free time, Lenier enjoys singing, dancing, performing, and he even plays a variety of instruments like the bass, guitar, and drums. We can't thank Lenier enough for all of his hard work and dedication. It's driver like Lenier that help keep Sheehy Mail as a BEST IN CLASS carrier!



Personnel

DOT Physicals

Are you due to renew your DOT Fed Med Card soon? If so, make sure to get your DOT Physical completed by the end of November so you don't have to worry about it through Peak-Season!

Remember, Sheehy Mail will reimburse your DOT Physical up to \$99.00. Just send in a receipt with proof of the physical and you are good to go!

If you have any questions on renewing your DOT Physical please contact Marlo Birkholz or Malonda Heinkel.

Refer A Driver!

If there was ever a time to refer a driver that time is NOW! We have multiple full-time, part-time, and seasonal positions available across the country.

Remember, you can earn up to \$200.00 per referral and there is NO LIMIT!



Safety

Pre-Trip Inspection Guidelines

It is now widely known that the Compliance, Safety, Accountability (CSA) system will evaluate all safety-based violations found during roadside inspections.

The following guidelines can be used to conduct a thorough pre-trip inspection of your commercial motor vehicle:

- 1) Start by completing a walk-around of the vehicle to identify any pools of oil or anything that may be hanging underneath the vehicle.
- 2) Check the condition of all tires and rims
- 3) Check for loose or broken springs/hangers
- 4) Check the coupling system for any cracks or breaks and the king-pin is in good condition
- 5) Check the brake systems, listening for air leaks
- 6) Make sure all emergency devices are in the vehicle and that first extinguisher is properly secured

Proper pre-trip inspections will keep you out of trouble with the DOT and protect our driver safety record.

Dispatch

Peak-Season Is The Final Examine For Postal Contractors

With Peak-Season just around the corner it's important to consider the business significance of this time of year and maybe put it into a personal perspective. As with most classroom studies the final examines account for the majority of a student's final grade. The same can be said for Peak-Season and the Postal Contractors that provide service to the U.S Postal Service.

Let's review the scope of service that the USPS provides to the citizens of the U.S. The USPS delivery network is the largest in the world....and no other network is even close in terms of size or volume. Also consider that this network is considered so important to our national security that our forefathers have written it into the U.S Constitution. Article 1, Section 8, Clause 7 of the U.S Constitution, known as the Postal Clause or the Postal Power, empowers Congress "To establish Post Offices and Post Roads".

The lawmakers from the past never considered how the holiday spending of its citizens would grow into such a huge spike in shipping volume. They did however consider the USPS to be self-funding, and therefore the USPS receives no tax dollars for operating expenses and relies on the sale of postage products and services to fund its operations. We have all heard about the financial difficulties of the USPS, and it's no wonder they place such a huge emphasis on Peak-Season to provide the needed influx of revenue.

So consider Peak-Season as the final examine of our business school year and the reason postal contractors start planning the process so far in advance. The Postal Service needs it to be a success to enable its sufficiency and so do the postal contractors. As a USPS contractor drivers we have a lot riding on Peak-Season, and I can't help to think that maybe our forefathers are watching with awe at the magnitude of the season.

-Jon Tilp

Accounting

Open Enrollment

All drivers should have received a packet in the mail containing information about open enrollment for medical benefits for the 2018 - 2019 benefits year. If you have any questions or would like to make changes to your insurance please contact Callie Wollin at cwollin@sheehymail.com.

Address Changes/Updates

With tax season fast approaching now is the time to update or make any changes to the mailing address that you have on file. In January your W-2 for 2018 will be mailed to the home address that we have on file. If you would like to update your mailing address please contact Accounting and we would be happy to update that for you.

Maintenance

Checking Truck Oil

The shops would like your help with letting us know when the oil in trucks gets low. If the oil level is too low this can cause irreparable damage to the engine. If you need help knowing what to look for please let us know!

Winter Fronts

With the winter months fast approaching we'd like to remind all drivers to remember to install a winter front on the front of your truck if the temperature is below 39°F. Once the temperature rises above 39°F the front can be removed. If you notice that there is no winter front stored in your truck let us know and we will get one placed in the truck.

Sheehy Mail Quick Quiz

Last month's question asked what percent less fuel does a truck use traveling at 65 mph versus 75 mph? The answer: 30%

We all know that in order to drive a semi-truck a Class A CDL is required. In fact, at Sheehy not only do we require drivers to hold a valid Class A CDL but also at least 100,000 miles of previous driving experience. What other vehicles require a Class A CDL in order to operate it effectively?

- A) Coach Bus
- B) Military Transport Trucks
- C) Tank Vehicles
- D) All of the above



Reminders For Drivers

Fuel Receipts

We would like to remind all drivers to ALWAYS remember to turn-in your fuel receipts at the end of your route. If don't operate out of a Sheehy Mail terminal, every payroll we include pre-stamped envelopes for you to return your fuel receipts in.

24-Hours Call-In Notice

If for any reason you have to call-in for your route please try and do so at least 24-hours in advance. We ask this so the Load Planners have ample time to find a replacement driver and cover your route.

Signing-Up For Extra Work

If at any time you would like to volunteer to pick up an extra route please feel free to contact Lindsay Johnson in Dispatch at 920-478-6060. There is always extra work available if you want it!

Connect With Us!

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