



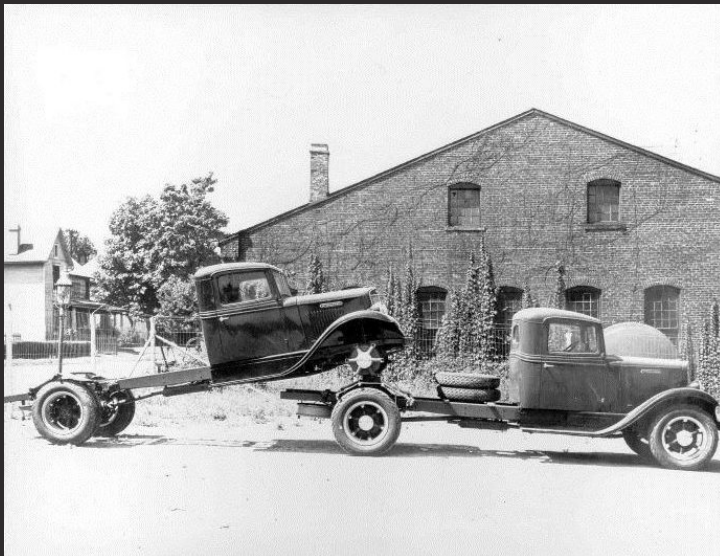
UnimarkTM

TRUCK TRANSPORT

Drive-Away



Lowboy



MESSAGE FROM THE PRESIDENT

Safety Is Our Business



WOW!! The first quarter of 2022 is over. We are charging into spring and many great events ahead. One of the biggest events is kids/people out of school. I was traveling this week (as most weeks) and there were a bunch of college age travelers getting on the airplane, most likely for spring break. That brought up an issue we must realize every year about this time. It is the time of year when we face some very challenging safety challenges.

First, schools will be getting out for Easter break and summer vacation. Over the next several months, it is very important to pay attention to your surroundings. I know when I was a kid, the street was the place of choice to play. We played all sorts of games and the traffic was secondary to getting to second base. In today's world, I am sure the games have changed, but what has not is kids, and they will be everywhere. When you are off the expressways and on our public streets, be careful and courteous to the folks that live in these communities.

Second, summer brings vacations. I believe the traffic you are experiencing now will be multiplied several fold. International travel is somewhat limited with COVID so folks are going to get out and see the great things America has to offer. Remember, we are the professionals and driving defensively is necessary.

We have been all taught on the Smith method of driving, DOT requirement on hours of service, inspection and the many more regulation we must abide by. During this time of year all of these are magnified so please stay alert, when you are driving – DRIVE – no cell phones or other activities that will distract you from your primary duty, which is to drive. Lastly, springtime into summertime is a very special time of the year where we are planning that vacation, looking for that weekend with the family on the beach or other family outings. I want you to enjoy your family time but please do the planning and day dreaming when the driving is over, at the hotel or other down time. We are in a job that requires us to be focused. A lapse in judgement for even a moment, could change your life, your family's lives, or someone sharing the road with us lives forever. Once that moment happens, there is nothing you or I can do to change it. Therefore, the task is we all need to remember safety is our number one priority. There is no compromise, there is no second chance, there is only following the proven methods, procedures, common sense that will make the difference.

Enjoy this time of the year, we all earned it! However, please remember, let us always keep our families, the public and ourselves in mind and enjoy it SAFELY.





Alexander Garcia

Alexander Kotov

Arthur (Bud) Wilbur III

Barry Chilcott

Benigno Correa

Brandon Lee

Christopher Hayes

Christopher OConnor

Cornelis Dieleman

Danny Irwin

David Wendel

Dennis Conklin

Edwin Matthis

Emmanuel Antoine

Eric Reid

Fidencio Banos-Miranda

Francis Heslin

Gregary Peters

Gregory Borsenik

James Dryer

Jeffery Sanders

John Elford

John Myers

Johnny Cole

Jonathan Devou

Jonathan Snyder

Kevin Warren

Leon Bryan

Melvin Lyles

Murray LaCroix

Nathaniel Quam

Oliver Fields

Rob Scislowicz

Robert Jennings

Robert Smith

Robert Zimmers

Ronald Guffey

Ronold Roberts

Ryan Bryson

Stephen Shinn

Sung-Min Joh

Ted Pritchett

Travis Dick

Tyler Hunt Jr

William (Chance) Horn

William L. Harmon Jr

Winston Payne

Zachary McGlothlen

Zachary Obrien

Pedestrian Safety Tips



Walk facing traffic as far from vehicles as possible.



Avoid crossing the street mid-block. Cross at the corner.



Look for cars reversing in parking lots and driveways.



Keept your phone down and your head up. Stay alert.

MESSAGE FROM THE VICE-PRESIDENT



Hello, hope all is well.

With the first quarter completed, it has been a rough start to 2022. With this newsletter I wanted to start with what is going on with IT. We have been beta testing the drivers expense report, will be for drive away to start. This app will allow you to put all expenses you have had on your loads in a simple format to send off for payroll. Once

you have sent this off, it will appear on our operating system, and the team will approve your expenses. If there is any issue, it will be sent back to you for a correction. Example: if you are missing a required receipt, that expense will be sent back so you can add and resubmit for final approval. Once your trip has been approved, you will be able to see this on your app, all payroll will have to do is process. This process can be done quickly so payroll will have everything. Lowboy will follow once drive away is fully up and running. Target start date is first of April for UTT.

The EPOD app has been a pain to use lately. As I'm writing this, there is a fix being tested and maybe out before you see this. Within the fix you will see the removal of dealer having to sign each truck and it will go back to where we were before one signature at each location.

Now with the expense report completed, this will free up developers to start working on the load boards for you all. No ETA at

this time, but I do know they are working on it. Will try to get a better idea before the next newsletter.

This newsletter goes out to all three divisions and the current state of trucking and inflation affects us all in our daily lives, but different in how you operate in Unimark. On the drive away, side we work with all of our OEM's to insure we stay ahead of the supply chain issues, to insure we point you in the right direction to keep you earning as much revenue as you want. On the lowboy side we have spent many long hours and days building the briefs and having many calls with the OEM's. on the Canadian side working with PPL/DTNA on getting the units across the border to keep you guys working as much as you want. We will continue to keep up the work and as changes come up we will let you know.

Keep up the good work and stay safe.

Mike Smith



STEPHANIE JOHNSTON



Stephanie has worked for Unimark for 25 years and celebrated her anniversary in January. She grew up at a terminal and became very familiar with the industry at an early age. She has had many roles within the company over the years.

Stephanie is in constant contact with all terminals, and works very closely with lowboy and truck transport. Her day to day duties are at the Duneweg office and include coordinating moves with customers to keep our drivers moving.

She is a big Kansas City Chiefs fan and attends every home game. On weekends, Stephanie is normally travelling with her daughter to sporting events and competitions, working on housing projects or helping on her farm.



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**Unimark Truck Transport
is looking for qualified
drivers. If you know
someone that would be
a good fit please contact
Recruiting.**



**YOU COULD EARN
\$1000 FOR REFERING
A DRIVER
CONTACT RECRUITING
FOR MORE INFO**

JAMES ROSENOGLE



Jimbo, as he is known to fellow friends and coworkers, started out as a cook. He worked as a cook for 4 years and transitioned into a new field, auto glass. Jimbo has always had such compassion for others and has always put others before himself. He has always been a risk taker and a critical thinker and this led him to become a volunteer fire fighter. For six years not only was he able to save people's lives, but he was also able to maintain order in emergencies. He thoroughly enjoyed being able

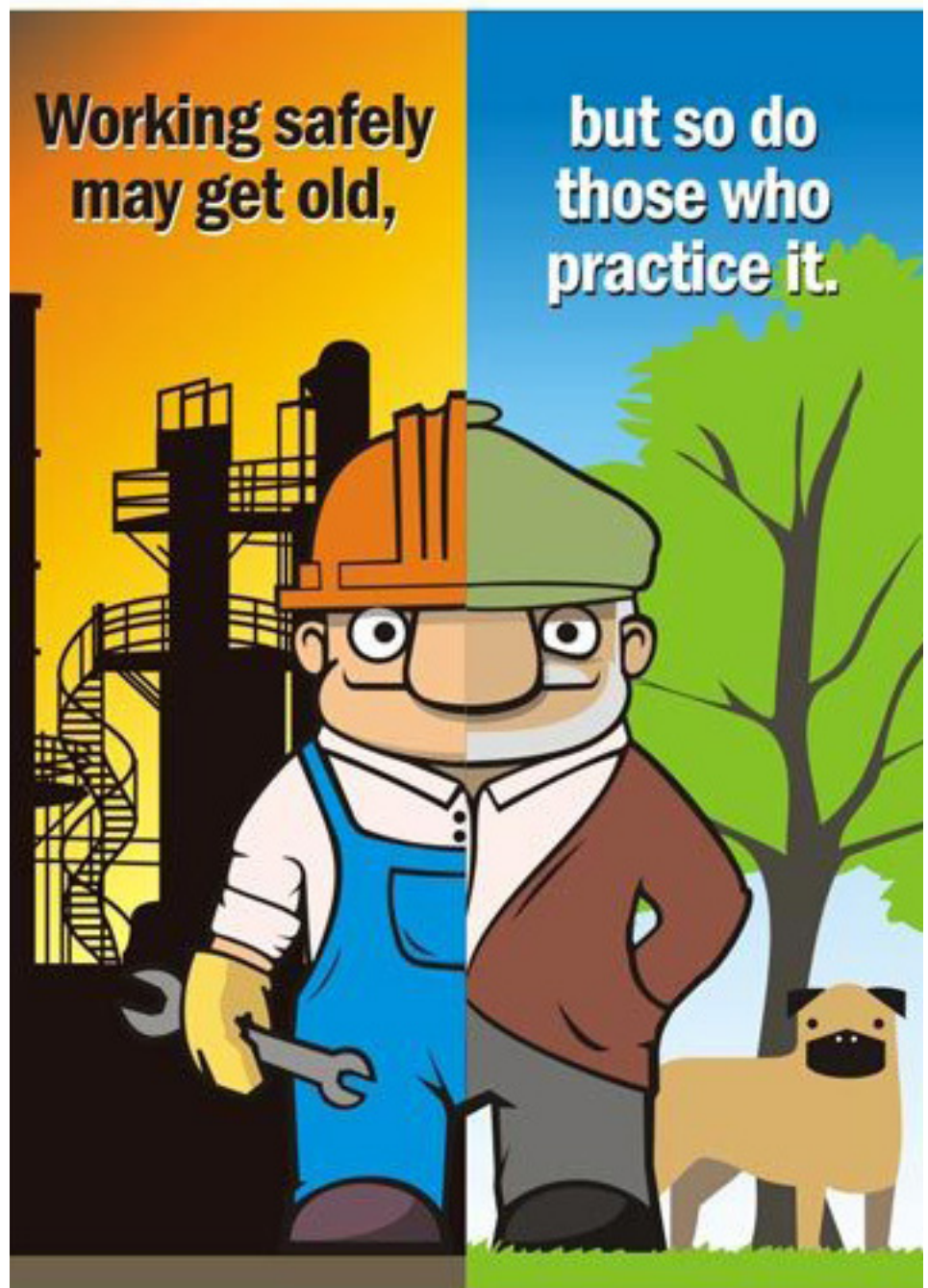
to help many people and serve his and outlining communities. Jimbo then moved into a different sector and was a trainer for Homeland Security. In 2010 his love for the open road set him out on a totally different career path, and he became a truck driver. In 2019 he became a Union Stuart.

When he is on leave, Jimbo enjoys working on his 1990 Chevy pickup and visiting his 2-year-old granddaughter.

CSA SAFETY SCORE

Over the last 12 months you the drivers have made great strides in getting our CSA scores under the thresholds set by the FMSA. As many of you know when our scores are high you get pulled into scales and roadside inspections more often, taking up your time and creating stress. Even though our scores are much lower now is not a time to get complacent. Just a few bad roadside inspections or tickets can driver the numbers back above the threshold. Thank you for your hard work and diligence in working to get and keep our CSA numbers down.

The Safety Department





UnimarkTM

LOWBOY TRANSPORTATION



- 100% Owner Operator Fleet
- No Forced Dispatch
- Run 48 States and Canada
- Home as often you choose
- 75% of revenue
- 100% of FSC to the truck
- Best Rates in the Wheeled Freight Industry
- Our Focus is on Revenue not Miles

SINGLE OPERATORS OR FLEETS
WE HAVE A PLACE FOR YOU



ROD RIFE



I started hauling new GMC Trucks on lowboy on 3-31-1978. That was a very important date because on seniority dispatch, it took a long time to not have a trip handed to me, it was a force dispatch. Every time the factory slowed down the old timers yelled "Layoff". I would only work about six months out of the year for about 5 years. Each time we came back from layoff there was new changes in the operation. Most changes benefitted the high seniority drivers, (backhaul, cross haul agreements, etc.).

Rob Smith was also hired in 1978. His Father was top seniority and Rob was well-trained to do the job. He was hauling with his Father at the age of 15.

Over the years, we were challenged to haul more on the trailer. It started with trailer extensions. Back then East of the Mississippi the law was 44ft and West of the Mississippi was 49ft. That's where most of the top seniority drivers went. The company allowed us to add a removable 30in

extension to be able to haul 5 units. In Pontiac, MI there was a mega-factory making all kinds of models, however, GM gave up on it all and slimmed down to light/ medium duty, not even an air brake model. Also, west of the Rocky Mountains, GM (Fleet Carrier work) put the units on driveaway or hook up just like Freightliner does today. GM also used the flat rail cars on trains but they were open and allowed vandalism. This all changed in 1983 with the introduction of the GMC/Chevy Cab Over. It was an Isuzu, but this Isuzu badge did not appear on the grill until 1986. When the GM dealerships were offered to sell the imported trucks from Japan some said no because they were prejudiced, but after they saw how they were selling like hotcakes, those same dealerships wanted a slice of the pie. GM then told them too bad because they declined the initial offer. GM gave Fleet the first contract to haul from the Port of Long Beach, CA. They (Fleet Carrier, Ryder, and Allied) held on to that Isuzu business in California and Baltimore from 1983 until December 2013. It was a very interesting time, there was always change on the horizon.

When GM left Pontiac and moved to Janesville, GM wanted us to go. Also, as always there was more changes.

If you look at the picture of my first truck, you will see the front axle up over the stop on a thick board at Janesville. That changed to a metal ramp. By the way, in Pontiac, when I started all the trailer where pre-loaded, so unless you were and expert it was not the easiest to unload. You only had one skid and a bunch of wood. After so much damage to bumper etc., Keith Rentzel (current President of Auto

Truck Transport) figured every driver should have 4 unloading skids. I heard a rumor that GM forgave Fleet Carrier of a lot of damages and it was in the hundreds of thousands.

While at Janesville, out rate structure changed to 3 pay for a 4-unit load but it was still profitable to haul 5. GM didn't make school busses at Janesville, but they had busses that said Blue Bird on the hood. That was a jackpot to haul those. You would haul 3 busses and 2 trucks; Blue Bird was a separate billing.

After Janesville, WI, I went to Flint, MI for a new model. At Flint we had a big U-Haul order of 254" wheelbase trucks. They were long and light duty with an 8.0 gas motor. The drivers really liked those loads. I was the one that broke the ice to adding 2 short trucks to the 3 U-Haul's. Ryan Bryson was my loader. He worked the docks in Flint as a casual employee for the yard. Once I did it, everybody wanted to get 2 extras too but they only had enough for so many. They were also handed out by seniority. I believe I've had a pretty good run at it. Also in Pontiac, Fleet was privately owned and the CEO said "If the company lied to you that's good business but if you lied to the company, they would fire you". I never forgot that.



10 RULES FOR WORKPLACE SAFETY

- 1 YOU ARE RESPONSIBLE FOR YOUR OWN SAFETY AND FOR THE SAFETY OF OTHERS.
- 2 ALL ACCIDENTS ARE PREVENTABLE.
- 3 DO NOT TAKE SHORTCUTS. ALWAYS FOLLOW THE RULES.
- 4 IF YOU ARE NOT TRAINED, DON'T DO IT.
- 5 USE THE RIGHT TOOLS & EQUIPMENT AND USE THEM IN THE RIGHT WAY.
- 6 ASSESS THE RISKS BEFORE YOU APPROACH YOUR WORK.
- 7 NEVER WEAR LOOSE CLOTHES OR SLIPPERY FOOTWEAR.
- 8 DO NOT INDULGE IN HORSEPLAY WHILE AT WORK.
- 9 PRACTICE GOOD HOUSEKEEPING.
- 10 ALWAYS WEAR PPEs.



UPCOMING DATES

APRIL FOOL'S DAY APRIL 1

EASTER APRIL 17 (OFFICE STAFF OFF GOOD FRIDAY APRIL 15)

MOTHER'S DAY MAY 8

MEMORIAL DAY MAY 30 (OFFICE STAFF OFF MONDAY MAY 30)

FATHER'S DAY JUNE 19

JOHN ROSE



John has been a part of the JHT group 1993.

Worked with Active in St Thomas as decker in the shop. He then moved to unimark in 2014 as a shuttle driver.

John is a big part of our daily operations moving single drivers all over Ontario ,To all points into the US as well If you drive singles around here John has likely taken you.

You can find John Hanging out at the local Tim Hortons drinking his favorite coffee. Johns hobbies are Dirt car racing whether it being world of outlaws sprints or late models John will be hanging out at the local dirt tracks.

We enjoy Johns wisdom and take on life. Never a dull moment when Johns around. He has tremendous dedication and we are glad to have him as part of our little family here at unimark.