



HIGHWAY NEWS



TFC GLOBAL

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July 2022

A WORD FROM OUR PRESIDENT

The book of Psalms, and the verses therein, have always been very special to me. Especially Psalms 91:1-2.

He who dwells in the secret place of the Most High will rest in the shadow of the Almighty. I will say of Yahweh, "He is my refuge and my fortress; my God, in whom I trust." (Ps. 91:1-2)

The psalm begins with a promise to those who remain, inhabit, and abide in the hiding place or shelter of the Most High God. They will "stay permanently in the shadowing protection of El Shaddai. What an amazing comforting thought!

This psalm contains truly incredible promises of protection in the midst of trials. We'd probably prefer it if God's protection meant we didn't have to go through trials, but God doesn't always promise to keep us from scary situations. He does, however, promise to be there for us in the trials. He promises that we don't have to live in fear because He's got us. We can trust Him.

We all know good Christian people who've gone through terrible trials. They have been fired from jobs for their faith, seen their children die, battled chronic health issues for years, and a whole host of other things. But even in the midst of everything falling apart, we have to believe God keeps His promises.

Perfect faithfulness is one of the things that makes God who He is; God. The promises of protection here are real. But He doesn't always keep His promises in the way we might want Him to. For example, the promises of angelic protection in verses 11-12 don't give you leave to do stupid things expecting God to save you. Remember the temptation of Christ in Matthew 4:5-7.

And even if we're not doing anything wrong sometimes the promise to keep us from evil happens on a spiritual level more than a physical one. Indeed, that point is brought out in the psalm's last verses.

God has a different perspective than we do. What's going on in our physical lives matters to Him, but He also sees more long-term. If He promises deliverance, it can be fulfilled in the next life just as easily as in this one. When He promises salvation, it can mean saving us from eternal death even more than from physical trials.

"Because he has set his love on me, therefore I will deliver him. I will set him on high, because he has known my name. He will call on me, and I will answer him. I will be with him in trouble. I will deliver him, and honor him. I will satisfy him with long life, and show him my salvation." (Ps. 91:14-16)

Psalm 91 concludes with God speaking directly, confirming the promises made earlier in the Psalm. His words speak to a loving relationship He has with His people now and of how it will carry into the future. God is interested in helping and saving us in a more permanent manner than just assisting us with our struggles in this life although He will take care of that as well. He wants us to become part of His family for eternity and everything He does has eternal consequences in mind.



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DOPAMINE DETOX — PART 5

By Brad Huddleston

Replace.... Replace... Replace

During a presentation to a large group of students in Australia, I made a case for a dopamine detox during their upcoming break, which, as I recall, was to last three weeks. During the question and answer session, I'll never forget one female student's question. It went something like this: "Okay, I'm in. I want to do a digital detox during our school break. My question is, what am I supposed to do for three weeks?" If you have a pre-internet brain, you might be astonished by her question. You might be thinking, "I can think of a million things to do!" That's not the always the case with a generation raised on constant technology. A growing body of research suggests that being raised on digital devices stunts creativity, and I believe it. I see it everywhere. I've often thought I might write a book on non-digital activities for students who can't imagine living in a world without screens. In other words, I'm going to have to be their source of creativity because many students struggle to think outside of the box.

Nancy Carlsson-Paige is Professor Emerita at Lesley University in Cambridge, Massachusetts, where she was a teacher educator in child development for over 30 years. In a Washington Post article about technology's prevalence in the lives of children instead of non-digital play, she writes, *"Researchers who have tracked children's creativity for 50 years are seeing a significant decrease in creativity among children for the first time, especially younger children from kindergarten through sixth grade. This decline in creativity is thought to be due at least in part to the decline of play."*

During a tech fast, it is necessary to constantly distract oneself. In other words, instead of technology being the constant distraction, we need to find non-digital replacements. To explain the reason, I refer back to the video game addiction treatment center opened by the South Korean government. When the boys enter the program, all digital devices are confiscated, "And to alleviate withdrawal, the boys are kept constantly busy and active. Exercise is part of the therapy...after a bit of a runaround, the center uses old-school analog fun to keep the boys distracted. The counselors want the boys to find new passions, hobbies that they can take home and use when they feel the urge to go online."

It really doesn't matter which replacements a person chooses to alleviate withdrawal during the detox so long as the activities have nothing to do with technology, including television. The important ones to include are exercise, reading (from non-digital sources), and proper sleep, each of which I will cover in detail in a later chapter. Of course, the most essential non-digital replacements are spiritual ones. My friend and fellow author and minister, David Lee Martin, in his excellent book, UNPLUG: Switch Off Distraction & Hear the Still Small Voice of God, gives outstanding advice regarding disentangling oneself from the digital world, *"I believe that the directive to seek first God's Kingdom in Matthew 6:33 is a present promise inviting you into a remarkable life of miracles and abundance." Therefore take no thought, saying, What shall we eat? or, What shall we drink? or, Wherewithal shall we be clothed? (For after all these things do the Gentiles seek:) for your heavenly Father knoweth that ye have need of all these things. But seek ye first the kingdom of God, and his righteousness; and all these things shall be added unto you. Take therefore no thought for the morrow: for the morrow shall take thought for the things of itself. Sufficient unto the day is the evil thereof. (Matthew 6:31-34 KJV)*

Disentanglement from one kingdom does not happen in isolation from entwinement with another. It is not enough just to switch off, we have to actively pursue something (or Someone) else. We'll either be attached to the Word, or choked by the world. There's no politically correct tightrope or balancing act between the two. (Footnotes on p. 18)



GOD'S WORD ALWAYS KNOWS

Christopher L. Scott

There was a saying in our house when I was growing up that my dad, sister, and I often quoted to each other: "Momma always knows." Moms have unparalleled intuition. Whether lying about grades we receive on a test, coming home after curfew, or pretending to do homework when we are actually playing video games, moms always know.

Like my mom, God's Word always knows what is going on in our hearts, intentions, and feelings. He knows about our anger when a driver cuts us off the road. He knows about our disappointment when we don't get the load or route we want. He knows about our frustration when we're stuck in traffic behind yet another car accident. The author of Hebrews tells us, "For the word of God is living and active and sharper than any two-edged sword, and piercing as far as the division of soul and spirit, of both joints and marrow, and able to judge the thoughts and intentions of the heart. And there is no creature hidden from His sight, but all things are open and laid bare to the eyes of Him with whom we have to do" (Hebrews 4:12-13, NASB).

How does God's Word know this? As Christians we believe God inspired authors to compose and record without error the words in the Bible. That inspiration of Scripture has its source in God who is everywhere and knows everything. We call this his omniscience. God is all knowing. He knows all actual and possible things, and God is everywhere. We call this God's omnipresence. He is everywhere and his word extends that omnipresence.

The Greek scholar, A.T. Robertson, says the picture painted here is of a surgeon who observes what's going on and instantly knows what to do. The surgeon, like God's Word, carries a bright and powerful light he

uses to illuminate every dark crevice that might need work. And the surgeon carries a sharp knife for the removal of what he sees needs attention. In verse thirteen, the author says "there is no creature hidden from his sight." We cannot hide from God's Word. He concludes saying, "all things are open." Under God's microscope the smallest sin, doubt, trouble, or insecurity is revealed. When it says all things are "laid bare" it is using the picture of someone bending back the neck as the surgeon does the operating.

Like my momma who always knew what was going on, God's Word always knows what's going on with us.

Christopher L. Scott serves as senior pastor at Lakeview Missionary Church in Moses Lake, Washington. Through his writing ministry, more than 250,000 copies of his articles, devotions and tracts are distributed each month through Christian publishers. Learn more at ChristopherLynnScott.com.



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TFC Global stands for more than just a ministry to truck drivers; our chaplains have had opportunities to help the men and women of the trucking community with struggles such as addictions, family and co-worker relationships, self care and more.

Building a legacy is critical to the ongoing ministry of TFC Global. We can all make a difference in seeing the ministry be financially secure to continue meeting needs and expanding to reach more of the trucking world with the message and hope of Jesus.

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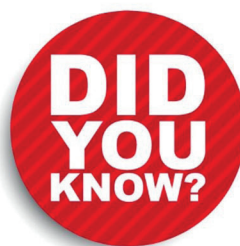
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The Life of a Truck Driver in Africa

Last month, Durban, South Africa experienced its most devastating floods. Homes and much of the infrastructure were destroyed,

Caught amidst this destruction were transport companies. Many of their trucks and facilities were damaged in the wake of the floods. In the middle of the night truck drivers who happened to be in the yards only managed to escape with bare necessities like passports and clothes as they retreated to higher ground.

Typically, hordes of criminals descended on the same trucks and yards to loot what the floods had left. Simon Nyirenda, who sits on the ACTSA board happened to be in Durban at that time. The floods also affected the port of Durban, resulting in huge delays to resume operations. When eventually Simon was loaded with a load for DR Congoit was two weeks later. Bosses refused to pay earlier trip bonuses. "After all, the floods had affected all," they would say! Come to think of it, these drivers are poorly paid, earning less than \$300 per month. These bonuses are quite handy. The time spent waiting also means that they are unable to be on the road. The average foreigner working in South Africa survives on the opportunities to ferry that extra passenger or extra goods on his trip.

Increasingly the South African working atmosphere is becoming dangerous for foreign drivers. At first there were vigilante actions including looting and burning of trucks, but more recently they have vowed to rid the South African roads of foreigners totally! We have a couple of drivers we have ministered to at Beitbridge Border, (South Africa and Zimbabwe) who find themselves in the same dilemma. Anything can happen to you if you are seen driving a South Africa registered truck.

BEITBRIDGE NIGHTMARE

Upon arrival at Beitbridge, Simon had to wait a day for his documents to be cleared. When he got the green light to cross to the Zimbabwe side, he had to endure a long queue of trucks stretching for kilometers. This is quite normal at this border. Drivers spend days on end slowly moving to the Zimbabwe side. In spite of the 24/7 operations and infrastructure upgrades it still remains a nightmare in the life of a cross border driver.

I was able to fellowship with him as he went into a truck park. After all, he had to rest after "pushing the queue" the whole night. I gave him some French and Swahili Bibles he had requested for some people he had met on an earlier trip to DR Congo. We get materials from ministries in South Africa to help in our work.

HOMEWARD BOUND

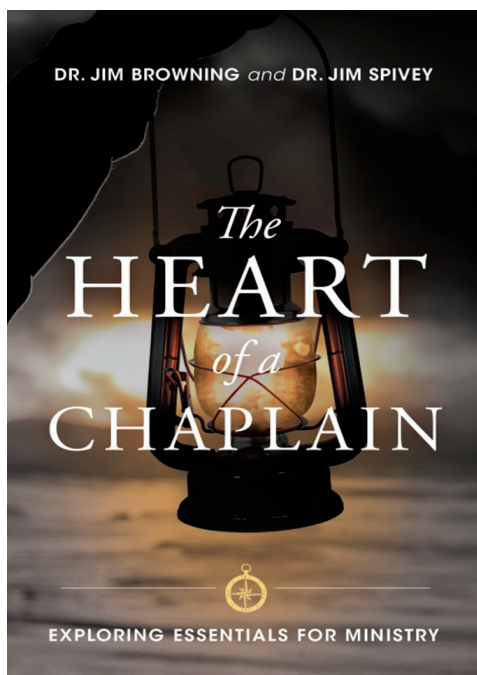
As he proceeded to his native Zambia, the border processes which took two days allowed him that precious time to see his dear family some 100 km or so from the border, leaving behind the truck. As soon as it was ready he went through Zambia. Transit cargo trucks are given specific days to clear the country. The two days are barely enough to spend with his two infant children, forget about church. Taking leave (vacation) days is a luxury in these parts of the world.

KASUMBALESA - DR CONGO BORDER

Though the name Kasumbalesa evokes the images of God. ("Lesa" meaning consecrated to God), the place is the worst nightmare for drivers in this region. Before even entering the country Simon joined a queue that was 40 km from the border. Without any amenities like toilets or shops he had to endure five days to get to the border. In such an environment he is exposed to harsh tropical conditions including incessant downpours and marauding malaria-bearing mosquitos! On two previous trips he was bedridden due to malaria.

Stay tuned next month for more from Brian Teputepu and the ministry in Zimbabwe, Association of Christian Truckers of Southern Africa, a TFC Global affiliate in our International Ministries program.





TFC Global president, Ron Fraser was part of the team who wrote for this book, just released in June. Scan the QR code to order this resource.



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Staying Alert While Driving Long Distances -- Part 2 by the Schneider Guy

How do truck drivers stay vigilant on the road? In addition to following “Hours of Service” regulations, you can help yourself stay alert while driving by using the following truck driver tips:

1. Know your biological clock.

You have a circadian rhythm – a 24-hour biological cycle built into your body. Be aware of how much sleep is optimal for you. For many people, seven to eight hours of uninterrupted sleep in every 24-hour period is typical (but, of course, you may be different). It may be tempting to stay awake watching movies, reading or playing video games instead of sleeping during your 10-hour break. But relaxing while awake does not recharge you like sleep does. So, be sure you’re leaving enough time for sleep, and are parking in good places for truck drivers to sleep.

2. Plan every trip.

Trip planning is a must when it comes to truck driving. When mapping out your trip, make sure you are planning enough stops for breaks and sleep. Be aware of safe, well-lit truck stops and rest areas along your route so you always have a place to stop if you start to get tired.

3. Stay active and stretch.

Experts have found that exercise can promote better sleep. Not only does exercise tire you out, but it also helps to relieve the stress or anxiety that may be keeping you awake at night. Drivers should try to schedule stretch breaks every two to three hours and try to fit about 30 minutes of physical activity into their daily schedule.

4. Take naps when needed.

Your safety and the safety of the other motorists on the road matter. If you feel fatigued, stop in a safe and legal parking place to take a nap. Sometimes even a 20-40 minute nap can help re-energize you.

5. Limit your caffeine intake.

Caffeine, although a stimulant, is only a short-term fix. Regularly relying on caffeine to get through your day or driving shift may be an indicator that you should try to get more sleep.

6. Stay hydrated.

Did you know dehydration has been shown to negatively impact your attention span and alertness? You can improve your sleep quality and stay more alert while driving simply by drinking more water. The Mayo Clinic suggest that adults drink about three or more liters of water a day to stay properly hydrated.

7. Scan actively and drive defensively.

Being a defensive driver keeps your focus on the road and helps you stay engaged and alert. Be sure to scan actively by moving your eyes every two seconds, checking a mirror every three to four seconds and developing a six to eight second scanning pattern (e.g. right mirror, front, left mirror, front, gauge, front). Of course, certain situations may require to scan and check more frequently, so know your surroundings.



8. Listen to something different.

Driving long distances can be dull at times. Engage your mind with an audio book, listen to upbeat music or tune into a radio talk show.

9. Eat light before going to bed.

A big meal before bed can cause your metabolism to fire up, which can cause your body to stay awake or lead to disrupted sleep. Save your big meal for when you wake up or in the middle of your day. You can avoid accidentally eating too much before bed by planning your meals and controlling your portions by cooking your own food on the road.



TRUCKING COMMUNITY ISSUES



Distraction

Conflicted

Alcohol

Double Life

Anger

Mental Illness

Job Pressure

Addiction

Fatigue



Purging

Drug Use

Obesity

Road Rage

Relationship Hardships

Guilt

Divorce

Human Trafficking

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- Regional Local Church Partnerships
- TruckersLife Foundation for Urgent Driver and Family Needs

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Imagine a place where 1283 ships come into your port bringing with them 30,000 seafarers and the ships' cargo. Imagine a place where 400,000 trucks come in and out of that same port picking up and delivering that cargo. Imagine a place where thousands upon thousands of people, because of direct, indirect and induced jobs, work. That place is the Port of Freeport and the setting of Texas Port Ministry. We exist to provide spiritual, social, and physical care to the local, regional, and global people of the Freeport Harbor Community. We follow Acts 1:8..."But you will receive

power when the Holy Spirit has come upon you, and you will be my witnesses in Jerusalem and in all Judea and Samaria, and to the end of the earth."

We practice that our "Jerusalem" is the port workers, our "Judea" and "Samaria" are our truck drivers; our "ends of the earth" are the seafarers. Each port around the world is unique with its own set of realities, experiences and dynamics.

We began ministering to truckers around 14 years ago. When we began, it involved delivering Christmas gift bags with necessary items to the drivers as they sat in the lots in the port or came into our building. We have also participated in driver appreciation events. Our building is a place where we can provide drivers with a place to relax, be refreshed, and hear the gospel. Our center is equipped with showers and wifi; our staff provide spiritual guidance and support. By ministering to the physical and social needs of these drivers we can point them to God who can meet their spiritual needs. Drivers from all across North America come to Port Freeport transporting goods such as tropical fruit, rice, rock, automobiles, heavy equipment and steel billets. Some return home every night, but some are gone for days, weeks, and even months at a time.



Overriding this unique ministry is something our executive director said when he was asked what Texas Port Ministry was all about and what he wanted to happen to seafarers, truck drivers, and port workers. "During my time here, I have just tried to show up and love people." That is the heart of our ministry -- show up and love people in the name of the Lord.



For more information, visit our website at www.texasportministry.org or call 979-233-5641.

Note: Chris Moore and Bobby Fuller were guests on the radio program TruckersLife Radio. You can listen to the interview with Ron Fraser anywhere you listen to podcasts.



In the summer of 2011, when I was a youth pastor, I led a youth mission trip to Denver, Colorado. During the trip, the organization we were serving had our youth partake in a homeless simulation in which the youth would learn what it's like to be homeless. Our youth put on dirty clothes and made signs that said "please help" and then went into the city, with our adult volunteers, to start the simulation. Within 20 minutes of the simulation three of our teens, in two different parts of the city, were solicited for sex by adult men. This brought an abrupt end to the simulation and we regrouped back at the church to reflect on the experience. As disturbing as the solicitation experience was for our team, what equally appalled the youth was how many people passed by in their car and either ignored them completely, or in some cases jeered at them.

For me personally it was a life-changing experience. I came to see that I was just like people in the car passing by. I knew about sex trafficking and how it often targets and harms vulnerable youth and yet I was too busy to care. Shortly after returning home from that trip I wrote a short story titled, "Passing By" as a response to this experience (See the below). In the short story I ask myself and the reader, "if it was your daughter on the street with a sign that says 'please help' would you pass her by?" If the answer is, "no, of course not," then what are you willing to do to help end sex trafficking? What does it look like for you to stop passing by? To find out what you can do to make a difference contact TFC Global at gateway@tfcglobal.org.

Passing By, by Derek Thompson

I passed my daughter on the street today. I was on my way to work and was so distracted by my list of things to do that I didn't even recognize her as my own. I was rehearsing my message on poverty and justice that her look of bewilderment passed before my eyes with out registering. I am thankful she didn't notice me. If I thought that I was disappointing her by not stopping and spending time with her it would nag on my conscience and nearly break my heart. Even though she is young, she somehow knows this is just the way things are. Dad works at church, is preoccupied with things at home and is too exhausted for much else. Sure I have excuses; a lot of good ones in fact. None of them change the reality that a daughter needs her father. And so I passed by leaving her there sitting on the ground. I don't know how long she stayed there or even what she was doing there. She was just there. It's best I don't know. Not knowing helps me move on. It helps me stay focused on the things I need to do. Things I need to do for my family. If I knew she was in danger of course I would stop. Nothing is more important then the safety of my daughter. But I don't stop because I don't think she is in danger. I think she is just sitting there, bewildered, confused about what to do next. Oddly there are other people that stop for her. Strangers stop. Strangers that are not distracted by their list of things to do; Strangers that are rehearsing how they will introduce themselves. Police stop. They have to it is a part of their job after all. People selling things stop. They always seem to have time for potential new customers. But I don't stop. I'm busy. On my way back home my daughter isn't there anymore.

Derek Thompson is an ordained pastor and the Director of the Gateway to Freedom Foundation. Derek has dedicated his professional career to combatting human trafficking. His greatest joy is being a husband and father of four daughters.

TruckStruck

By Lynn Bolster

No Name Names

I don't know about you, but remembering people's names can be challenging. In trucking, we met so many people that we found ourselves unable to recall names. Add to that CB handles that were more common then and it sure added to the confusion! Therefore, we created no name names. I can't tell you how many times Bill and I would be talking about something that someone said and when I would say, "who said that?" he would look at me and say, "Dog Man" or "Screamer" and I instantly knew who he meant. We became so familiar with this style of identification that we often found ourselves almost calling these folks their adopted names to their faces.

When we attended heavy equipment/junk auctions, we would run into Big Coat who I just saw at a 4H auction last month. He had a terrible bout with Covid. He still wore his Big Coat so nothing has changed since I saw him 7 years ago and I still don't know his real name but we talked for almost an hour. Old man Screamer died – we never knew if he was hard of hearing or was just a loud talker. Junkin' Jim and his big cigar was a fixture at these auctions as was Polka Dot who was battling cancer while Hambone was enduring a rough divorce. You just never knew who would come around the corner at these sales.

There was Tuesday, Little Man and Smiley. Someone once put a white snake in Smiley's truck and as he drove he felt something crawling up his pant leg. When he looked down and realized what it was, he jumped out of the truck and dropped his drawers in a parking lot to get rid of it. I don't know if he made bail or not.

After running the piers at the Baltimore Port, we would have dinner at the truck stop with Sandman, Dickey Do and Furball. Furball went to jail for conspiring to transport stolen nickel in a warehouse truck loading scheme (he's out now) and Dickey Do had a stroke brought on by consuming too much sugar and died as his diabetes got the best of him. We never got the lowdown on Sandman's name but that was fine with us since we never knew his real name anyway. These people were okay with not being called by their actual names, sort of like rappers. They choose a name that they think is befitting to them and they go with it. Works for me!

While waiting for loads, we often parked our equipment at a private truck yard in Baltimore with other drivers. There we met the Artist, who would pull out a small memo book and draw a very intricate description of what he was trying to say. Then came Slowpoke, an extremely slow driver. Dispatch would purposely tell him a time two hours earlier or later, since it would take him forever to get anywhere. When we saw damage to the ICC bumper on his trailer, he told us as he was heading down I-95 about 2 am; he felt a slight bump but thought nothing of it and proceeded on. He wasn't loaded heavy but it seemed like his truck was losing power. After about 15 minutes, he pulled over, did a walk around, and realized a drunk driver rammed into his bumper and lodged there. He had been dragging the car for a couple miles. "At least it wasn't my engine," he concluded.

Last up is Jessup Joe who had been released from the Jessup prison, hence the name. He was a kind of sideways guy who wanted to go trucking but I'm not sure he was driver material. One morning as I cooked breakfast for this cast of characters, Jessup Joe began evaluating my scrambled eggs. It turns out he learned how to cook in prison and fed hundreds of inmates. Do not let anyone tell you that you don't learn anything of value in lockup.

All these people appear to be a ragtag bag of misfits but they became our 'family'. Individualism is huge in trucking, especially with owner/operators. This industry throws you together with some of the most unlikely types. Once I realized this, it helped me accept them all, regardless of crazy names, past mistakes, or troubled lives. Jesus interacted with all walks of life so if it was good enough for him, it's good enough for me!

Lynn Bolster loves anything to do with trucks and has been active in the trucking industry since the 1980s. She drove over the road for 12 years with her now deceased partner of 22 years, Bill. She has her Bachelor's degree in Journalism and a Master's degree in Recreational and Leisure Studies Management with a focus on health and fitness. Her Master's thesis was: "The Recreational Pursuits and Health Habits of Long Distance Truckers." She has appeared in The Washington Post, USA Today and has written for various trucking industry publications. She was the sales manager covering three truck stops for several years. Lynn is on the Board of Directors for TFC Global.



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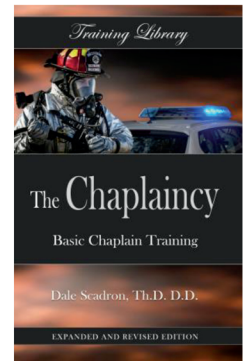
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David Hoskins, Lighthouse Network

Chris Moore & Bobby Fuller,

Texas Port Ministries

Andrea Myers, She's Somebody's Daughter



**INTERNATIONAL CHRISTIAN
TRUCKING ASSOCIATION**

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TFC Global chaplains have been very busy lately. Things around the country continue to open up. Some restaurants at truck stops are not fully up and running, but it is heading in that direction. Like all of us, our chaplains have had to adjust and flex over the past two years. God is rewarding faithfulness. When the world is dark and evil doesn't even try to hide, we have kept the light of Jesus shining bright.

As the trucking industry changes rapidly, the methods we use are also changing. They have to change. The mission of TFC Global will not change, but the methods to reach those in the trucking community must adjust. We have to put ourselves where the professional drivers are. Our chaplains are now working hard to get into trucking companies in addition to serving at truck stops. We have had trucking companies contact us asking for chaplaincy services. The things people are dealing with are above the scope of what a typical HR department handles, so they are looking outside of their organization for help. This is where our chaplains can engage. Stan Wertz, in Lodi, OH, is now serving 5 different trucking companies, once a week, in a space provided to him by a local church centrally located to these companies. This is amazing. Shane, from Preston, MD, is serving as chaplain to a trucking company in Ephrata, PA on Mondays now. Clint, one of our newest chaplain associates is working to get into trucking companies along his part-time route in Richmond, Virginia. Others are making inroads with companies who already give to the ministry. This is good stuff.

We completed another CTI (Chaplains Training Institute) the second week of May where the Chaplains International 20-hour course was taught for the first time as well as some TFC Global orientation so that our new guys can hit the ground running. The Traber Center hosted us well; we are thankful for their beautiful campus and attentive staff.

Please be in prayer for God to call and send more chaplains to serve with TFC Global. The needs are great and therefore present us with a huge opportunity to follow God's calling and passion to reach people in the trucking industry with the gospel of Jesus.

July 8th & 9th

At The Lebanon Valley Exposition Center & Fairgrounds
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Did you know that TFC Global's Highway News magazine is full of stories and information to support our trucking community? Would you put a rack like this in your business? There is no cost to you. The rack would be maintained by our staff with new magazines each month. Partner with us to encourage drivers and their families by contacting us now.

Email: info@tfcglobal.org; Phone: 717-426-9977

TFC GLOBAL PROJECTS YOU CAN SUPPORT!

There are several ways that you can support our ministry to the trucking community! What project will you take on next?

1. Highway magazines for our staff to distribute: Cost for 1 month is \$2000: provide a financial boost to our chaplains by paying for all or part of this cost.
2. Equip our existing trailers with furniture (table and arm chairs): Cost for 1 trailer is \$600: provide an update to be used for Bible studies and community activities
3. Candidate's portion of the Chaplaincy Training Institute: Cost for 1 person is \$200.



UPCOMING GUESTS

Chris Moore/Bobby Fuller: Texas Port Ministry

David Hoskins: Lighthouse Network

Andrea Myers: She's Somebody's Daughter

Brian Teputepu: Assoc. of Christian Truckers of Southern Africa



Footnotese for Dopamine Detox

* "Nancy's Bio." DEY: Defending the Early Years, June 25, 2020. <https://dey.org/nancys-bio/>.

* Strauss, Valerie. "Beware the Quick Tech Fix When...." The Washington Post. WP Company, September 13, 2012. https://www.washingtonpost.com/blogs/answer-sheet/post/is-technology-sapping-childrens-creativity/2012/09/12/10c63c7e-fced-11e1-a31e-804fccb658f9_blog.html.

* Rehab for Korea's Gaming Addicts. YouTube. Special Broadcasting Service (SBS), 2016. <https://youtu.be/uOm5aXXjzM>.

You can learn more about David at www.davidleemartin.com and, you can find his books at https://www.amazon.com/David-Lee-Martin/e/B00BBXV7KC?ref=sr_ntt_srch_lnk_2&qid=1647106532&sr=8-2



Trucking with Women in Mind

By Ellen Voie, President & CEO, Women in Trucking

LET'S TALK ABOUT TURNOVER

The word turnover in the trucking industry does NOT mean a flakey pastry filled with fruit. Unfortunately, it describes a reality pertaining to the revolving door for our professional drivers. Current estimates place the turnover rate at large carriers at 89 percent. That means a trucking company with five thousand drivers needs to HIRE almost 4,500 drivers EVERY YEAR to maintain their current fleet.

The American Trucking Associations explains turnover as a number that, “accurately measures drivers moving within carriers.” They stress that these drivers aren’t leaving the industry, but just finding a different company. Part of the reason a driver leaves one company is to collect a sign-on bonus. Carriers promising up to \$15,000 to come and work for them may attract the driver initially, but if that’s not what he or she is looking for, they will jump to another company just as quickly.

The Owner Operators Independent Drivers Association (OOIDA) is adamant that the industry isn’t suffering from a driver shortage as much as a retention issue. They cite the Federal Motor Carrier Safety Administration’s (FMCSA) data showing a staggering 455,000 new entry commercial driver’s licenses (CDL) annually. The Women In Trucking Association’s (WIT) focus is to increase the percentage of female drivers because we believe women are capable and needed as well as valued. Current estimates show that women make up only ten percent of the driving force, so there is plenty of room to grow. Women aren’t taking away any jobs from men, as we’ve often heard.

Company executives often tell me that their female drivers are better with their paperwork, easier to train, take better care of the equipment, and are more courteous with the customers. Not ALL female drivers are this exemplary, but I hear these comments every time I give a presentation. StayMetrics, now a division of Tenstreet, found that female drivers feel better about their work/life balance. How can that be? A survey conducted by WIT and Sawgrass Logistics found that 83 percent of women enter the trucking industry due to the urging of a family member or friend. This is typically a husband or boyfriend, but it means that the future female driver is already familiar with the lifestyle. While women cite the main reason for becoming a professional driver is the pay, female drivers are more likely to believe their pay is fair based on the StayMetrics research. Women are also less likely to have driven for multiple carriers, as 55 percent of female respondents in the StayMetrics data have only driven for one carrier. This could also be related to the length of their career, as only ten percent of female drivers surveyed had been driving over ten years.

So, the debate about turnover (not the pastry) continues as we keep hearing about supply chain issues and the need for good drivers. Some solutions have been to lower the driving age for interstate commerce to 18 years old. Others cite the apprenticeship programs introduced by the Department of Labor and the Department of Transportation. What if we started treating our drivers as the professionals they are? Shouldn't a career in trucking be recognized as a skilled trade? Maybe we could do a better job educating those outside the industry to value all of us in the supply chain. What if drivers were paid a salary and overtime like most jobs? A recent article about a legislator in PA who introduced a bill to require shippers and customers to provide restrooms truly disturbed me. Whether you believe there is a turnover problem or a retention problem, we still have a problem. We’re working hard at Women In Trucking Association to increase the presence of women as professional drivers, but this is a bigger issue than gender diversity. Some day when we talk about turnover it will be the flaky, jelly-filled kind.



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Ohio (Lodi)
Ohio (Shelby Outpost)
Pennsylvania (Frystown)
South Carolina (Columbia)
South Dakota (Sioux Falls)
Virginia (Richmond)
Washington (Seattle)

**Visit our website for contact information.*

If you were to die today, where would you spend eternity? You can know for sure.

- A. *Admit you are a sinner. "For all have sinned and fall short of the glory of God" (Romans 3:23).*
- B. *Believe in Jesus for the forgiveness of your sins and for eternal life. "For God so loved the world, that He gave His only Son, that whoever believes in Him should not perish, but have eternal life" (John 3:16).*
- C. *Confess Jesus as your Savior and Lord, and turn from your sins. "if you confess with your mouth that Jesus is Lord, and believe in your heart that God raised Him from the dead, you will be saved" (Romans 10:9).*

To give your life to Christ, pray the prayer below.

"Lord Jesus, I know that I'm a sinner. I believe that You died on the cross and shed Your blood to pay the penalty for my sins. Please forgive me and come into my life. You are my Savior and Lord."

We would love to hear about your salvation. Email TFC Global at info@TFCGlobal.org or call 717-426-9977. Resources will be sent to help you grow in your faith.