

TRUCK NEWS EAST

Delivering daily news at trucknews.com

Volume 39, Issue 6

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Pride-inspired trucks are out on the road to support LGBTQ truckers.

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Front-end protection devices are evolving as much as the trucks they protect.

Erb driver makes Mother's Day memorable

By James Menzies

OTTAWA, ONTARIO

Professional truck drivers may take for granted the view through the windshield from the seat of a big rig, but for an Ottawa woman, riding along in a semi was a lifelong dream.

That dream became a reality thanks to Erb Transport, and its Ottawa, Ont.-based driver Lyonesse Woodstock, who hosted 86-year-old Shirley Barkell for a 75-kilometer journey on May 11. The trip was a surprise for Barkell, arranged by her daughter, and timed to coincide with Mother's Day Weekend. Barkell said riding in a big rig was on her bucket list.

"She was so excited about this, she was like a kid in a toy store," Woodstock told *Truck News*. "Erb was good enough to allow me to use the truck and the trailer and we did a Mother's Day ride for her. They said, 'Absolutely, do this.'"

When Barkell arrived at Erb's Ottawa terminal, she still didn't

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Speedy Transport promotes the industry, and its brand, through its Toronto Raptors-inspired graffiti trailer.

In the game

Raptors-inspired graffiti trailer turning heads in Toronto

TORONTO, ONTARIO

As much of Canada gets wrapped up in supporting the Toronto Raptors during their first-ever championship series, a Toronto trucking firm is taking advantage of the hype to promote its own brand.

Speedy Transport has a Toronto tribute trailer, which features the Raptors logo and its "We The North" slogan, which has been dispatched through the city. It tours downtown on game days and has received a lot of attention.

"This trailer is a tribute to Toronto, the Raptors, and Speedy Transport, a carrier that was originally established downtown in 1941," said Jared Martin, Speedy's managing director. "We were working on this prior to the playoff run, but required warmer weather to complete the project."

The trailer is dispatched downtown during home game days, where it is often photographed by fans and shared via social media.

"Feedback from the public has been overwhelming, bringing positive attention to our industry, which is the

goal," Martin said. "These are large billboards that keep specific brands top of mind. We're an edgy carrier that enjoys combining art and transportation."

The trailer art was designed by Toronto graffiti artist Jessey Paccho. It marks the second graffiti trailer Speedy has rolled out.

"We're working on the third trailer, as the feedback internally and externally has been positive," Martin said. "Speedy has 10 specialized trailers on the roadways, which is a combination of wraps and graffiti, with more to come."

The Raptors graffiti trailer is pulled by owner-operator Craig Babin, while the original graffiti trailer is running Newmarket, Ont., behind owner-operator CJ Singh.

"Whenever a specialized trailer is completed, there is often high demand by the Speedy force to manage the asset," Martin said.

Win or lose, the Raptors-inspired trailer will continue as a pickup-and-delivery unit in the Greater Toronto Area after the playoffs are finished. **TN**

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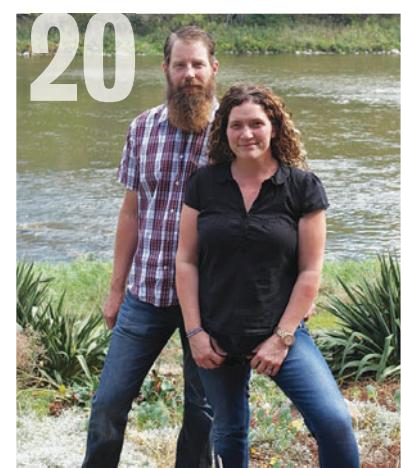
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Trucking is important, eh!

Eye opening statistics on what trucking means to the Canadian economy

As a trade dependent nation, supply chains are the foundations of Canada's economy. As the Transport Canada statistics shown here indicate, trucking is the most integral part of Canada's supply chains for both domestic and cross border movements.



Follow Lou on Twitter @LouSmyrlis.

90%

of all consumer products and foodstuffs are shipped by truck, either solely or in part

10 million trucks

cross the Canada-US border each year with the value of goods on the increase since 2011



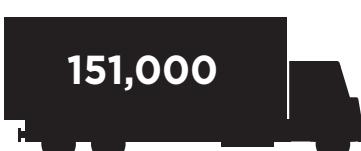
THE CANADIAN TRUCK FLEET

Class 6 trucks



42,000

Class 7 trucks



151,000

Class 8 trucks



351,000

CANADIAN CARRIER EQUIPMENT PURCHASES IN 2018



11,100

Class 6/7 trucks



35,700

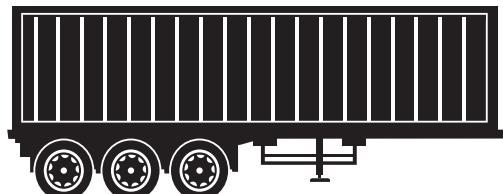
Class 8 trucks



691 million tonnes

of shipments are moved by Canadian carriers annually

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by Canadian
carriers in 2018



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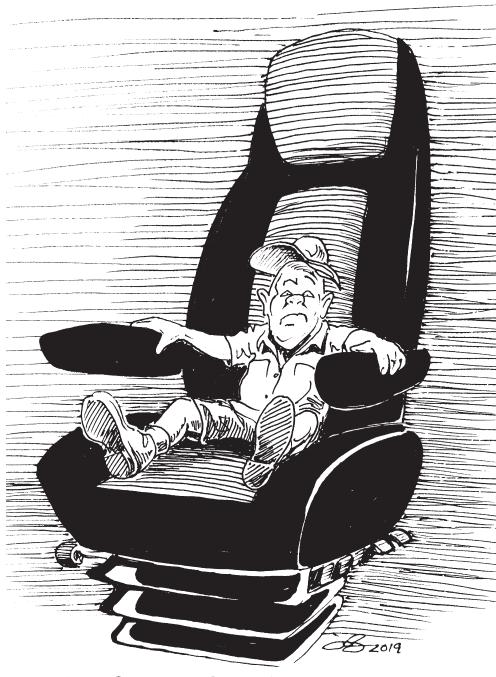
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Blank canvas trailers a missed marketing opportunity

A constant frustration of mine is the industry's lack of imagination when it comes to taking advantage of the 53-ft. billboards most trucking companies are pulling. There are too many plain white trailers out there, and so many wasted opportunities to promote a message or brand.

I won't paint everyone with the same brush. Highlight Motor Group stands out as an exception – a company that wears its colors with pride, doesn't let a patch of its trailers go bare, and as a result, stands out on the highway. Even if purple's not your color, you know a Highlight unit when you see one.

This month, I was encouraged to come across several creative uses for trailer designs that really stood out. You'll read about one on this month's cover. Speedy Transport has designed a Toronto tribute trailer that pays homage to the carrier itself and its Toronto roots, as well as the Toronto Raptors. The timing couldn't be better, as the entire city – and much of Canada – is in a Raptors frenzy as of this writing.



This trailer is pulled around downtown Toronto on game days and it gets splashed all over social media as it catches the eyes of residents and visitors throughout the downtown core. Indirectly affiliating its own brand with the success of the Toronto Raptors has enabled Speedy to get a lot of positive attention, as well as to promote the industry.

try. You can't see that trailer and not think how 'cool' it is, and it's not often the general public sees trucking as cool. Speedy has another graffiti trailer circling Newmarket and yet another in the works.

A shout-out also, for Bison Transport, for its fleet of about 20 50th anniversary trailers. Rather than simply promoting its corporate milestone, Bison acknowledged its staff by including the pictures of every one of its employees on a trailer-sized collage.

During its 50th anniversary celebrations in Mississauga recently, executive Norm Sneyd attributed the company's success to its people. Well, the employee tribute trailer goes beyond mere words and shows the company truly does appreciate the contributions made by its employees. How cool would it be to see your own face splashed on the side of a trailer as it rolls down the highway?

In addition to promoting a brand, or thanking employees, trailer graphics can also be used to promote a cause. There are lots of them out there, one of the most recogniz-

able being the Plaid for Dad trailer that raises awareness about prostate cancer. It has to feel good as a driver to be promoting awareness about such an important cause rather than pulling a 53-ft. blank canvas behind you, especially if you have a personal attachment to the cause.

Naturally, there's a cost associated with splashy trailer graphics, and many trailers are shuffled around in trailer pools, but I still feel the vast majority of companies are missing a golden promotional opportunity by pulling Plain Jane trailers.

Next month, we will run photos of the winners of the Private Motor Truck Council's truck and trailer graphics competition. Let's be inspired. **TN**



James Menzies can be reached by phone at (416) 510-6896 or by e-mail at james@newcom.ca. You can also follow him on Twitter @JamesMenzies.

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A Jekyll-and-Hyde market for trucking

TORONTO, ONTARIO

For-hire truck tonnage in the U.S. popped in April, but in Canada there were more trucks chasing loads in the spot market than in any other month in history.

And overall trucking conditions in the U.S., as measured by the FTR Trucking Conditions Index, dipped into negative territory in March for the first time in several years.

The -1.18 rating reflected softening rates, and sluggish freight demand, according to FTR. Active truck utilization and the truckload rate outlook also softened in March, FTR reported.

"The trucking industry has essentially returned to neutral conditions as deterioration in most market factors are offsetting continued solid, but not robust, freight demand," said Avery Vise, vice-president of trucking for FTR. "We generally expect this balance to continue into 2020, but Trucking Conditions Index readings could turn positive or negative month to month based on relatively minor shifts in demand, utilization, rates, or costs."

In Canada, spot market load postings took a turn down in April, but strengthened in the last week of the month. April load volumes were

17% off March levels, according to TransCore, and down 41% year-over-year.

Intra-Canada loads accounted for 33% of load volumes, but were down 3% from March and 26% year-over-year. Cross-border load postings dropped 16% in April, with loads leaving Canada down 31%.

Truck postings were up 13% from March, and were up 68% year-over-year, marking an all-time high. There were 3.78 trucks per load in April, a 36% increase over March's 2.70 truck-to-load ratio. Year-over-year, the truck-to-load ratio was up 185% from 1.32 last April.

The story was more positive for truckers south of the border. U.S. for-hire truck tonnage spiked 7.4% in April, and was up 7.7% year-over-year, according to the American Trucking Associations (ATA).

"The surge in truck tonnage in April is obviously good for trucking, but it is important to examine it in the context of the broader economy," said ATA chief economist Bob Costello. "February and March were particularly weak months, as evidenced by the 3.5% dip in tonnage due to weather and other factors, so some of the gain was a catch-up effect. In addition, the Easter hol-



Tim Denoyer

iday was later than usual, likely pushing freight that would ordinarily be moved in March into April.

"I do not think the fundamentals underlying truck tonnage are as strong as April's figure would indicate, but this may signal that any fears of a looming freight recession may have been overblown."

April tonnage saw its largest year-over-year gain since July.

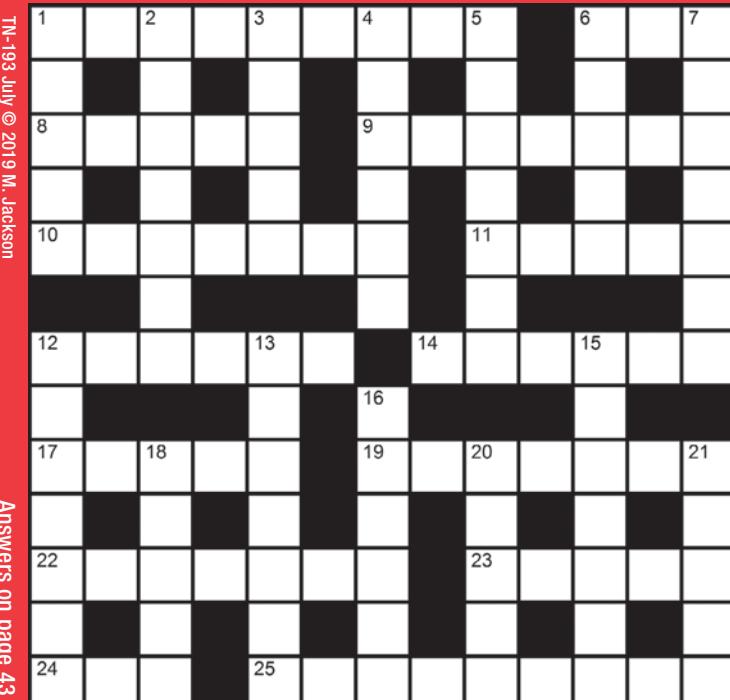
Meanwhile, the risk of a freight recession is rising, according to the latest *ACT Freight Forecast* from ACT Research.

"Freight remains soft, as expected, and while we see reasons for recov-

ery in the second half of 2019, escalating trade tensions raise the risk of a freight recession," said Tim Denoyer, ACT Research's vice-president and senior analyst. "Class 8 tractor retail sales are on fire, adding capacity to the market at an unfortunate time for truckers. Shippers are increasingly targeting freight cost savings, likely emboldened by attractive rates in the spot market."

The report indicated dry van truckload spot rates fell nearly 19% year-over-year in April, and more than 3% from March, which is more than twice the historical average seasonal drop in April. **TN**

THIS MONTH'S CROSSWORD PUZZLE



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Across

- 1 CB message-end sound, sometimes (5,4)
- 6 Route guidance gizmo (1,1,1)
- 8 Cargo lifting device
- 9 Winter ice road event
- 10 Sleazy motel rating (3,4)
- 11 Patterned tire surface
- 12 Tripmeter buttons
- 14 Peterbilt pilot
- 17 Final tax filing month
- 19 Cat and Cummins products
- 22 Pre-hiring exam, perhaps
- 23 Hawaii truck plates word
- 24 Truck equipment power source (1,1,1)
- 25 CB's "At your back door" (6,3)

Down

- 1 "Dukes of Hazzard" smokey
- 2 New tractors without powertrains
- 3 It's east on the map
- 4 House-moving rig need, often
- 5 '06-debut International tractor
- 6 Dash dial
- 7 Radar gun target
- 12 6-Across predecessor (4,3)
- 13 COE feature, often (4,3)
- 15 Straight truck type (3,4)
- 16 Employment benefit, _____ insurance
- 18 Truck _____, annual QC drag meet
- 20 Prairies cargo, commonly
- 21 Chaotic situation acronym

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FTR provides mid-year economic review

COLUMBUS, INDIANA

Industry forecaster FTR's senior economist Bill Witte takes a slightly dimmer view of the U.S. economy now than he did several months ago, but is still projecting 2.5% GDP growth this year. In a webinar to provide an economic mid-year review, Witte highlighted some risks he sees facing the U.S. economy, which continues to chug along at a strong pace, with 3.2% growth in the first quarter. While that's an impressive number, Witte noted 0.6% of that growth was related to inventory increases, which won't continue. Removing that number brings growth to about 2.6%, but consumption, business investment and housing – primary economic strength indicators – were all down, while government spending and trade were up.

Trison Tarps hosts sixth annual pig roast



Trison Tarps founder Paul Vandenberg serves up some pork at the company's annual pig roast.

BRANTFORD, ONTARIO

It was an early morning for Paul Vandenberg, founder of Trison Tarps, on May 29.

But he didn't mind the 3 a.m. alarm, as he was eager to welcome about 350 customers and guests at the company's sixth annual customer appreciation pig roast. A pig weighing 215 lbs was put on the smoker and the rain held off for the afternoon event.

"That was probably our best one yet," Vandenberg said afterwards. "It's definitely drawing some attention. People are enjoying it."

Vandenberg handles the smoking himself, but "It's done with pleasure," he said. "I don't call it work."

When he was looking for a way to thank his customers and employees, the idea of a pig roast seemed natural.

"Back in the day, I was a meat cutter," Vandenberg recalled. But when large grocers took over the meat business, Vandenberg decided to go in a completely different direction with his life, and founded Trison Tarps.

Business is booming, and Vandenberg said the company is already running out of space at its sprawling Brantford facility.

"We are probably 10 years ahead of our (growth) plans," he said, adding the company sits on 14 acres and has plenty of room for expansion. TN

With government stimulus packages winding down and the trade deficit likely to return to more normal levels, Witte said the economic growth isn't as strong as it appears at first glance.

"So, it's certainly a cloudy situation," he said.

However, he pointed to the strong labor market as something to be encouraged by, with unemployment dropping to 3.6% in April – the lowest level seen in the U.S. since December 1969.

Looking ahead, Witte expects to see private domestic demand – consumption, investment and housing – to bounce back. But there are risks on the horizon.

"The one I'm worried most about, the one that would cause big problems, is an inflation surprise," Witte explained. "Inflation has been running very low and that is a big puzzle for economists."

Normally, an economy that's close to capacity with a tight labor market would see more upward pressure on prices.

"We haven't really seen that," said Witte. "We've seen a little increase in wages, but that isn't feeding through into prices. Prices have been very well contained."

The risk is that if inflation rises, the Federal Reserve is likely to raise interest rates, do so too aggressively, and cause a recession.

"Given that we don't have any hint of the actual inflation materializing, I'm not sure how strong a possibility it is, but it's a worrisome possibility," Witte said.

Other risks involve fiscal policy programs. Witte said it's unclear what will replace the government stimulus package that's winding down, and the government's debt continues to climb.

Internationally, threats include a trade war with China and weakening economies in China and Europe.

Last, Witte cited the domestic political situation as a risk. He summed it up this way: "It's bad, I think it's getting worse, and I don't want to talk about it." TN

SAF Holland Group

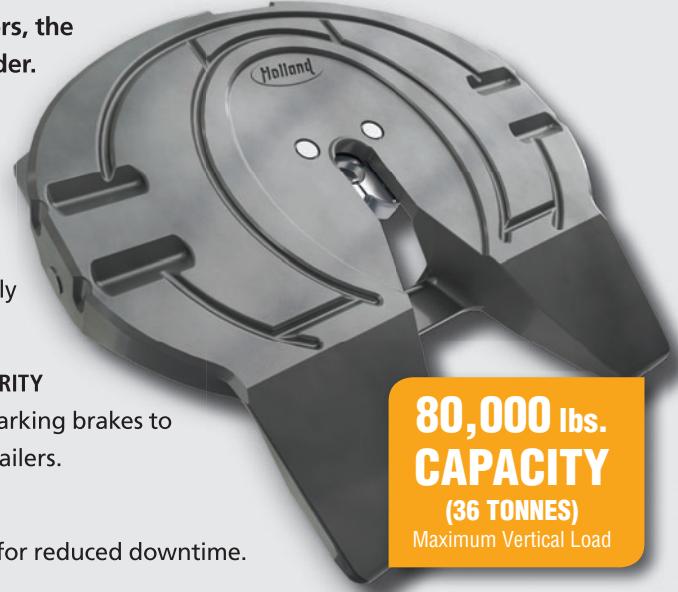
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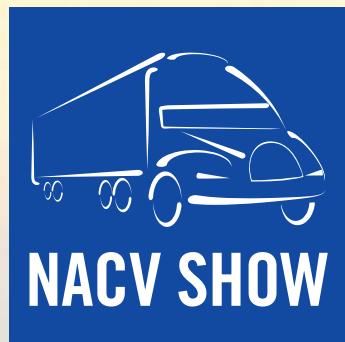


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Truckers show their pride

Woman behind the Rainbow Rider says she wants the truck to be a symbol for the LGBTQ community within trucking

By Sonia Straface

DUBUQUE, IOWA

One of the first ever Pride-wrapped trucks in North America has hit the highway.

The Rainbow Rider – as it's been dubbed by its admirers across the continent – has been rolling down highways and been on display recently, getting a lot of attention on social media and on the road.

The woman behind the truck is Shelle Lichti – an over-the-road company driver for Hirschbach Motor Lines. Lichti has been driving truck for more than 25 years and currently hauls refrigerated goods in the northeastern states with the rainbow-colored truck.

Lichti says the idea of having a rainbow truck to represent the LGBTQ (Lesbian, Gay, Bisexual, Transgender, Queer) community within the trucking population started years ago as a mere thought. She wanted people to know that the community existed as more than a "dirty little secret" and wanted

those in the LGBTQ space within the industry to feel safe.

"LGBTQ truckers have been out on the road for years, but no one talked about it back then," she said, adding that many would be abused out on the road. They faced being set up, having their equipment damaged, and even being gang-raped.

"I saw all of this unsafe stuff going on and the dilemma that was happening," she said.

Lichti said the big turning point for her was when a close friend of hers, a gay truck driver, was set up by someone he thought was safe in 2007.

"From the bits he did explain to me, he was supposed to be hooking up with one guy he trusted," she recalled. "They met up, and the guy brought a bunch of truckers with him and they beat him and gang-raped him."

Unfortunately, things got worse for Lichti's friend as he was blamed for the interaction by his employer, according to Lichti's account, because he was a "pervert and



One of the first ever Pride-themed trucks was dubbed the Rainbow Rider.

deviant." Within the year of his brutal assault, Lichti's friend took his own life.

"It broke my heart and I wanted to do something," Lichti said. "I wanted to create a community where LGBTQ drivers could talk about the situations they've been through."

Lichti created a conference call line, accessible 24 hours a day, that LGBTQ truckers could call into and talk to others, or participate in Trucker Karaoke, where drivers could belt their favorite songs over the line for all to hear. Lichti also created a popular Facebook page for LGBTQ drivers. In fact, the Facebook page members named the iconic truck the Rainbow Rider.

But she wanted something to be more public and more visible to the rest of the world. And so, she



Daimler Trucks North America has two Pride-inspired trucks participating in parades this month.

thought, why not create a rainbow-wrapped truck to raise awareness for the LGBTQ community within trucking?

Lichti said it took about three years for the Rainbow Rider to go from concept to completion. She worked with Redd Dawg Graph-

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ics to create a design that not only shows Lichti's support for the LGBTQ community, but her admiration for the trucking industry, as well.

The truck debuted first on the LGBT Truckers Facebook Page, as Lichti wanted the more than 4,000 members to see the truck first. And then the Rainbow Rider made its way right from the graphics shop to the Mid-America Trucking Show (MATS) in March.

Lichti said the Rainbow Rider got a lot of positive feedback at MATS, though there were a few derogatory comments from some.

"It's been an amazing response, overall so far," Lichti said, adding that the truck was next scheduled to appear at the Capital Pride Parade in Washington D.C. on June 8. It will be the first time a Pride truck will be in the parade. "Which I think is great for the community and for the industry," she said.

Lichti mentioned she was also invited to Toronto's pride parade, however Hirschbach doesn't operate in Canada, so she couldn't make things line up logically.

Trucking representation in pride parades has been ramping up in recent years. Daimler Trucks North America announced recently that it has two rainbow-wrapped trucks attending pride parades this year; one will represent at the downtown Portland, Ore., pride parade and another will go to the Detroit and Charlotte, N.C. parades.

Lichti is also one of the few LGBTQ truckers speaking up about the reality of being in the industry as a minority.

Nic Richelle and Carla Grimsley are a married lesbian couple who host a popular YouTube channel, talking about the realities of the industry and the lifestyle that comes with it. They have more than one million views and 13,000 subscribers.

Overall, Lichti said her hope for the truck is that it not only raises awareness, but helps to create a dialogue towards change for the LGBTQ community. An easy way to remember what the Rainbow Rider means to her and the LGBTQ community is a handy acronym of the word PRIDE – Promoting Responsible Industry Diversity and Equality.

"I am so privileged and proud to be able to drive this truck and represent these drivers, and I hope I reflect well on them," she said.

She added she hopes that the truck shows the greater public that there is a supportive and thriving LGBTQ community within the trucking industry, and maybe more drivers will consider an occupation in the trade.

"We all deserve to be seen and acknowledged. To me it doesn't matter who we go to bed with, we still deserve the same respect, so hopefully this truck can be the symbol of that change," Lichti said. **TN**

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A memorable Mother's Day

Continued from page 1



Erb driver Lyoness Woodstock made Mother's Day special for Shirley Barkell.

know what was in the works. Lyoness gave her the full experience, even enlisting her help during the pre-trip inspection.

"I got her to do a complete walk-around with me," he said. "She took the hammer to the tires; I wanted to give her that kind of experience."

The route went from Nepean to Kanata and back to the southern part of Ottawa.

"She enjoyed every moment of it," Woodstock said.

He admitted to being surprised

by the level of enjoyment Barkell exhibited on the drive.

"I asked her, 'Why would you want this on your bucket list?' She has no connection to trucking in her family. She said it's because she's so short, every time a truck passes her, she thinks about how much she wanted to be up there with them," Woodstock recalled. "It definitely puts a different spin on what trucking and truck drivers are all about. I'm tired of hearing all the bad stuff." **TN**

Speedy's Jim Smith grand champ at TRTDC



Jim Smith of Speedy Transport was Grand Champion at the Toronto championships.

BRAMPTON, ONTARIO

More than 50 professional drivers braved rainy conditions to compete in the Toronto Regional Truck Driving Championships (TRTDC) on May 25.

The event was held at the CAA Centre, where five categories were contested. The Grand Champion was Jim Smith of Speedy Transport, while YRC Freight took home the team trophy. The Rookie of the Year honor went to Samuel Addo-Nyarko of Canada Cartage.

Category winners were: Smith, Speedy Transport, straight truck; Marc Lefebvre, Canada Cartage, single-single; Sebastian Tatar, XPO Logistics, single-tandem; Bruce Leonard, JD Smith, tandem-tandem; and Dan Congdon, YRC Freight, B-Train. **TN**

TTSAO ensuring member schools measure up

By James Menzies

GUELPH, ONTARIO

Want to be a member of the Truck Training Schools Association of Ontario (TTSAO)? You've got to earn it.

That was the message from Lisa Arseneau, head of the TTSAO's insurance group, when providing an update at an association meeting on May 23. She said TTSAO member training schools will need to undergo an evaluation to maintain membership in the group. They cost \$450 and are conducted by subject matter experts from the insurance industry.

It's an attempt to prevent shoddy operations from using their membership in the association as a marketing tool without living up to the standards maintained by most TTSAO schools.

"TTSAO is very proud of our brand and our strength in the industry," said Arseneau. "What we want to do is say, 'We have a strong brand. No longer can you just use our brand.' It used to be that way but it's not that easy anymore."

The TTSAO realized the Ministry of Training, Colleges and Universities (MTCU) was understaffed and unable to oversee the truck training school industry. And so, the organization decided to take it upon itself

– at least among its member schools.

"We decided if you're going to be a TTSAO member school, you're going to need to be like the rest of the TTSAO schools and if you're going to wear our badge, you're going to have to deserve it," Arseneau said.

The organization has already begun surveying its member and wannabe member schools. And not all have passed. But the group is prepared to help schools that don't measure up to improve their operations. It's not posting which schools have failed at this time, but may do so in the future.

"There may be an opportunity for us to guide them, to help them," Arseneau said of schools that get a failing grade.

While it may sound like an audit, Arseneau prefers to refer to it as a survey.

"An audit lends to someone going deep into files and students. What we are doing is making sure they qualify with the processes and standards that are put in place by the MTCU."

In the end, Arseneau concluded, carriers will be able to take comfort in knowing that there's a consistent training standard among TTSAO members and that prospective drivers who've graduated from those schools have been well trained. **TN**

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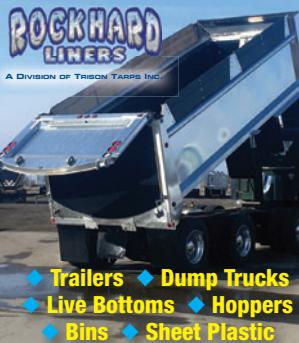
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Driver retention begins with the hiring process

GUELPH, ONTARIO

Ensuring prospective hires are a good fit for your company before hiring them is key to reducing costly driver turnover.

That's especially true of entry-level drivers, who may not fully grasp the realities of life on the road. It was a theme that emerged from a panel discussion May 23, hosted by the Truck Training Schools Association of Ontario (TTSAO) and held at Linamar's Guelph, Ont., headquarters.

Caroline Blais, recruiting manager at Kriska Group, said she doesn't get discouraged when new hires quit during the onboarding process, as it's more expensive if they stay, only to leave after they've been assigned a truck.

"We have some who go part way through the process, have some doubt, and think over-the-road isn't a good fit for them," she said. "I'd rather have them do that before we complete the hiring cycle and go through the training process and then they decide being an over-the-road driver is not the right fit for them."

Honesty and transparency about the nature of the work is critical, agreed Ryan Fiorino, safety and compliance manager with Gordon Food Service. His company has prepared a five-minute video that shows applicants what a typical day is like for its drivers.

"We've had a number of people say 'Sorry, this is not for me,'" he said, noting the company's drivers manually handle 20,000 lbs of product per day. "We want to make sure they are 100% prepared for the work."

This also means being up-front about pay expectations.

"The first thing we talk about is compensation," said Fiorino. "There is five to seven times more money spent on someone who is not successful, so we want to get that piece out of the way."

Blais agreed, adding "Pay is one of the first things that is covered, and covered in a lot of detail."

At Kriska, entry-level drivers are a primary source of new hires, and that comes with challenges.

"They can be very costly to hire if we don't structure the process properly," Blais said. "The attrition rate on entry-level drivers can be quite high."

At Gordon Food Service, there's a constant effort to promote other employees such as warehouse workers to become A/Z-licensed. That can cost as much as \$20,000 per employee, so it's important to be selective, said Fiorino.

"We find candidates who have been successful in their job, have good attendance, and have been recommended by their supervisors and we look at ways to get them into the A/Z program," he said. **TN**

Once they're hired, the real work of ensuring they're successful is just beginning, according to Michelle Drew, human resources manager at Linamar. Her company provides about eight weeks of training before they're turned loose. Phase 1, approximately a week long, is orientation and working on foundational skills such as backing. Phase 2, about four weeks, is in-cab on-job training, under dispatch but doing mostly local work under the supervision of a driver coach.

In Phase 3, about three weeks in length, the new hire is doing the complete job across the border with a trainer and learning the intricacies of the job such as paperwork, load security, e-logs, and scaling loads.

"At this point in time, their ability to operate the equipment should be pretty good and we are looking at broadening their skills," Drew said of the final phase.

The risk of such a lengthy onboarding process is that impatient drivers can always go elsewhere, and be granted independence sooner. But Drew said Linamar doesn't deviate from its onboarding process.

As for the quality of entry-level drivers seeking jobs, Blais said Ontario's new mandatory entry-level training (MELT) program has not been a panacea. She suspects some training schools have reduced their training program from 200 hours to the 103.5 required under MELT and feels the quality of applicants has suffered since the program was implemented.

"The negative is just not knowing that every applicant we are considering has had the 200 hours we had seen in the past," she said. "For whatever reason, I've seen a decline in the caliber of applicants in the road test. It may be MELT, it may not be MELT. The positive is, it has opened up the market. We are seeing fewer applicants than in the past who took the \$999 program."

While the attrition rate among entry-level drivers is high, Blais feels investing in them is worth it. She said when she acknowledges drivers for longer terms of service, "so many of those drivers started with us as entry-level drivers."

As difficult as it is to find quality drivers, it's equally challenging to find willing and capable trainers, Drew and Blais agreed.

"A lot of drivers aren't interested in coaching," Drew admitted. "It's a lot of work and a lot of extra responsibility they're not willing to take on."

Blais agreed it's difficult to find trainers, but stressed the importance of choosing the right people for the job.

"We don't want to contaminate our newest hires by taking someone we already have challenges with," she said. **TN**



Best Practices in Driver Recruitment

The transportation industry is facing a chronic shortage of qualified drivers.

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Ontario to test higher speed limits on some highways

LONDON, ONTARIO

Ontario is moving forward with a pilot project that will raise the posted speed limit on stretches of certain 400-series highways to

110 km/h, beginning in September.

The two-year project will be tested on: Hwy. 402 from London to Sarnia; the QEW from St. Catharines to Hamilton; Hwy. 417 from Ottawa



to the Quebec border; and an undetermined route in northern Ontario. Transport Minister Jeff Yurek made the announcement on May 10 alongside safety advocates at a parking lot

just off the 402 near London.

The increased speed limits will not apply to trucks, which must continue to be governed at 105 km/h, Yurek said.

The pilot project is part of the Getting Ontario Moving Act, and Yurek said it should increase traffic flows without affecting safety.

"Public safety on our roads and highways is our number one priority," he said.

And he had safety advocates there to support the announcement, including Brian Patterson of the Ontario Safety League.

"I'm happy to say that the speed limit change does not affect us at all, in the sense that it meets the safety requirements, the science requirements and the engineering requirements," he said.

Yurek said the stunt driving law, which involves a licence suspension and vehicle impounding, will continue to be set at 150 km/h. Over the two years of the pilot, results will be studied to ensure safety isn't compromised, Yurek said.

Elliott Silverstein of the Canadian Automobile Association (CAA), dubbed the project "a measured approach and ideal way to gradually explore the subject to raise speed limits."

Yurek does not expect the raised speed limits to increase risky driving behaviors.

"I think traffic will be a little bit faster than what is going on now," he said, but he said most drivers will continue driving at the speed they're comfortable with.

The routes selected for the pilot were chosen because they were well engineered with properly spaced interchanges, Yurek said, adding the higher limit puts Ontario in line with most other provinces, where the speed limit is 110 km/h. B.C. recently raised speed limits, then reversed the decision, but Patterson said that's because the change was not well understood by the public.

Other aspects of the legislation will target unsafe driving, including targeting drivers who drive slowly in the left lane.

Mike Millian, head of the Private Motor Truck Council of Canada, took a dim view of the announcement.

"The PMTC is vehemently opposed to raising the speed limit on Ontario's 400-series highways," he told *Truck News* when word of the increase first appeared in the news.

"We see no benefit to this even being considered. On most 400-series highways, let's be honest, most people are already doing well above the limit. It is pretty well understood you can drive 115 to 120 km/h on these highways in Ontario and not even get looked at. We need to find ways to better enforce the limits we already have, not raise the current ones."

Millian said the PMTC would like to see photo radar brought back in speed-sensitive areas such as construction zones, but Yurek said that isn't being considered. **TN**

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TFI to shutter Highland Transport

TORONTO, ONTARIO

TFI International is closing its Highland Transport truckload and intermodal operation, effective June 28.

Drivers received news of the closure through a satellite message from Terry Gardiner, vice-president of operations, which was shown to *Truck News*.

Sources say offices have already closed in Moncton and B.C.

The message was in stark contrast to a message sent out on May 10, which said the Highland, Roadfast, and Laidlaw fleets were going to merge. All three are operated by TFI International.

"We've been offered jobs with Clarke (Transport) and Laidlaw, but nothing is out on paper," said a driver who spoke on condition of anonymity.

"Technically the rates are going to be different. The only perk you're going to be getting is we will be able to carry our benefits across ... your seniority, everything else is gone."

However, Brent Neill, vice-president of human resources for TFI International in Ontario, said the shutdown was a measured process due to poor operating results at Highland.

"As a result of the poor financial

results of Highland Transport, a decision was made to close it," he told *Truck News*.

"It was not an abrupt closure. It's been in the works for a while. We've been working with drivers and salaried staff. We have been working with the white-collar workers, the blue-collar workers and the owner-operators and offering as many as possible continued employment with other TFI divisions."

He said many drivers and owner-operators have indicated a willingness to work for other TFI International companies.

"I'm feeling pretty confident the

majority of people will be relocated (within TFI)," Neill said.

Highland was once operated by CP Trucks, the former trucking arm of Canadian Pacific. It was founded in 1967.

At one time, it had more than 500 owner-operators, which has diminished to less than half that amount today, said Neill.

TFI International is Canada's largest for-hire fleet, according to the *Today's Trucking Top 100* list. It has 2,209 straight trucks, 6,578 tractors, 26,581 trailers, 8,568 owner-operators, and 17,026 employees. TN

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Poll forecasts a bright road ahead for trucking

TORONTO, ONTARIO

The road ahead for the Canadian trucking industry remains smooth despite concerns about driver shortages, plant closures and the new North American Free Trade Agreement, a major survey revealed.

The poll of carriers, brokers and owner-operators was conducted by TransCore Link Logistics to gauge how the trucking industry felt about the past year and what they expect, moving forward.

"Fears of an industry-wide downturn may have been overly exaggerated and the positive outlook from industry members bodes well for the strengthening trucking industry," TransCore said.

Seventy-one per cent of the respondents identified themselves as carriers, 21% as brokers and 8% as both a carrier and broker.

The average number of years in business for respondents was just

under 17 years, while the median was 12 years, TransCore said.

"Responses were a bit more varied as a slow period of freight activity in the last quarter of 2018 may have dampened short-term expectations," the survey said.

"Nonetheless, 2018 proved to be a year of remarkable new highs and respondents felt 2019 would offer more familiar levels of activity."

Over half the carriers surveyed had profit margins above 5%.

Compared to 2018, there was a 6% decline in carriers who had margins below 2%, while there was a 3% increase in those who had over 15% margins, TransCore said.

Brokers came out on top with a leading 34% of respondents having margins above 15%.

The survey also showed that it was a busy year for investments, with the industry pouring money into technology, personnel, real estate and

security.

In addition, the survey revealed that the majority of respondents (57%) were considering expanding their operations into new markets, while 14% indicated they would be interested in purchasing or acquiring another transportation company.

The industry, at the same time, had a lot of concerns. Among them, the perennial problem of driver shortages and the introduction of steel and aluminum tariffs between Canada and the U.S.

"As an important commodity that is frequently traded, the negative effects of these tariffs were felt by carriers and brokers alike," the survey said.

The U.S. and Canadian governments lifted the tariffs in May.

The industry was also concerned about the Sino-U.S. trade war, but the survey noted that compared to other domestic-related issues, the

effects of this dispute were not as significant based on the submitted responses.

The issue of driver shortages continues to affect the industry, with a large majority of respondents voicing concern about it.

"Responses showed that the more trucks a carrier had, the more likely they would be concerned with a driver shortage. Naturally, this relationship makes sense as having more trucks would equate to needing more qualified drivers to operate them. The underutilization of assets would also negatively impact a carrier's bottom line," the survey said.

The respondents also raised concern over looming plant closures.

Despite all these concerns, the survey showed, 71% of all respondents were optimistic about the industry for 2019.

It noted that at the time of the release of the report, early 2019 load volumes and truck numbers had risen at a faster pace. TN

First WTFC scholarship awarded

OTTAWA, ONTARIO

The Women's Trucking Federation of Canada (WTFC) and Crossroads Ottawa have handed out their first scholarship to a woman aspiring to become a professional truck driver.

The winner was Kristy Perrin of

Drumbo, Ont. She was selected from 27 applicants from across Canada.

"We can all relate to being young, with a dream that seems out of reach. She's never lost sight of her dream and now she has the ability to fulfill it through this scholarship program,"

said Shelley Uvanile-Hesch, CEO of the WTFC. "The decision wasn't easy for our board as all the applicants had put a lot of information into their essays."

Perrin will be trained to obtain an A/Z licence as her award.

"We will be closely following Kristy on her journey to become a professional driver," said Uvanile-Hesch.

Perrin wrote in her essay that "I was exposed to the truck driving industry young as my father would drive truck to supplement the farm's income. I would enjoy our scenic drives across Ontario. It was nice to spend one-on-one time with my father as I was one of four children. This is where I learned to appreciate the work of a truck driver and the skills it takes."

Perrin married a truck driver and has learned the business side of the industry. She has decided she wants to also become a professional driver,



Kristy Perrin

so she can see North America and enjoy independence and job security. She aspires to be a car hauler, like her husband.

"I would like the opportunity to work in this industry and prove that I have the skills and endurance to be successful," Perrin wrote. "I believe that women can do anything and can be extraordinary in this male-dominated profession." TN

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Trucking industry leaders bemoan labor shortage

The top brass of the Canadian trucking industry believes that the main challenge facing the sector is the labor shortage, especially the shortage of drivers.

In a survey conducted for the Canadian Trucking Alliance (CTA) by the market and opinion research firm Nanos Research, 32 senior executives of CTA member companies said the labor shortage would continue to be an issue, given the aging workforce.

"There is a lot of retirement coming over the next 10 years. We have a range of 52-55 years on average and in more than two years, 20% of the workforce will retire," an unnamed executive was quoted as saying in the survey.

The executives also warned that the lack of drivers would ultimately lead to higher costs for consumers. They said the industry should do a better job attracting people.

"We have a hard time finding quality drivers. We want people to make a career out of it," one said, acknowledging that most young people do not want to pursue a truck driving career.

The industry has voiced concern about the labor shortage for years, but the situation remains bleak. Previous studies have forecast that the sector will face a shortage of up to 34,000 drivers by 2024.

In the Nanos survey, 26 of the 32 executives cited the labor shortage as the most pressing issue.

Nanos also said most respondents urged the government to enforce regulations.

"Most participants say the government should continue focusing on mandatory entry-level training, electronic logging devices (ELDs),

hours-of-service and the foreign worker program, but should ensure uniformity, quicker implementation and better enforcement," the report said.

It noted that some were concerned that new regulations may drive up costs and further constrain capacity in the industry.

While the executives are worried about the labor issue, they remain optimistic about the industry. Most respondents said the business outlook was positive or somewhat positive. They attributed their optimism to a positive outlook for the Canadian economy, Nanos said.



The research firm noted there was unanimous support among the executives for ELDs. It said the executives think the outcome of implementing ELDs will be to level the playing field and improve safety.

The executives also spoke to Nanos about the lack of capacity. Industry leaders often associate the lack of capacity with the labor shortage, but the polls revealed that capacity fluctuates and can be

influenced by other factors such as natural disasters or supply chain disruptions.

"The reality is that the lack of capacity is going to cripple the economy so it will be a chain effect and it will impact a lot of things," one said.

As for the CTA, the respondents had positive impressions about the organization, which represents nearly 4,500 carriers, owner-operators and industry suppliers.

The research was aimed at pinpointing the issues in the industry, to use data to better serve CTA members and to drive advocacy messaging the key findings of the study, Nanos said.

The poll was conducted between Nov. 19, 2018 and March 13, 2019. The participants were chosen from a list provided by the CTA. TN

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Bison celebrates 50th anniversary

By James Menzies

MISSISSAUGA, ONTARIO

Fifty years to the day that Duncan Jessiman launched Bison Transport by deploying 18 trucks in Winnipeg, Man., the company held numerous events at facilities across Canada to celebrate the milestone.

To say the company looks vastly different today is an understatement. What began as a small domestic truckload operation has evolved into a multi-national, \$750-million transportation company, including logistics, intermodal, flatdeck, expedited, and refrigerated divisions. Speaking to customers, suppliers, and staff at the Mississauga terminal May 28, Norm Sneyd, vice-president of business development, attributed the company's success to its people.

"I can't say enough about them, as they are the reason we have reached this 50-year milestone," he

said. "Our family works incredibly hard to ensure our customers' service expectations are met, and that our drivers are well taken care of, 24 hours a day, every day."

Sneyd had special praise for the company's drivers, who've helped Bison achieve its status as North America's safest fleet, as deemed by the Truckload Carriers Association, 13 years in a row. Another source of pride for Sneyd was that in 2016, Bison drivers were named provincial trucking association drivers of the year in all provinces where Bison had offices, including the national title.

He also thanked the company's warehouse and dock employees, technicians and office staff. He noted Bison's Mississauga warehouse won an award this year for having an inventory accuracy rate of 99.8%.

In addition to publicly thanking its employees at special ceremonies across Canada, Bison also has

deployed about 20 trailers that feature photos of every Bison employee.

Jeff Pries, head of sales and marketing for Bison, pointed out the 50-year milestone is just the beginning for the company.

"Next week, Norm and I are going to a five-year planning meeting and we're going to set some very aggressive goals," he said, adding the company is coming off one of its best years ever in 2018. **TN**

Bison's road to success

Here's a timeline of key events in Bison's 50-year history:

1969: Duncan Jessiman founds Bison with 18 trucks in Winnipeg, Man.

1970: Bison makes its first acquisition, local carrier RC Owen Transport.

1979: Bison grows again, purchasing local carrier Echo Transport.

1981: Bison expands beyond its domestic routes, delivering into the U.S. for the first time. It spent the next decade growing organically.

1991: Bison moves heavily into retail, initiating a relationship with Walmart that remains today.

1996: The company moves into warehousing in Winnipeg to better serve its customers.

1998: Bison deploys satellite tracking, committing to becoming a technology leader.

2000: The company gets into the expedited segment, primarily hauling for FedEx and other couriers. It also opens a terminal in Mississauga, Ont.

2001: Unable to meet demand internally, Bison launches a logistics division, which today moves 5,000 loads a month.

2003: Bison moves into a new facility in Winnipeg.

2004: Bison diversifies again, adding a refrigerated division that today consists of 650 reefers. It also launches a long combination vehicle fleet, which today consists of 220 dedicated tractors.

2006: The company gets into the intermodal business with its own 53-ft. containers. It also opens a terminal in Calgary, Alta.

2007: Bison buys Glencoe Transport, a truckload carrier in Kelowna, B.C.

2011: Expanding into the U.S., Bison purchases Britton Transport in North Dakota.

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Protecting your asset

As trucks have evolved, so too have front-end protection systems

By James Menzies

Truck design engineers go to great lengths to perfect how air flows over the front of their vehicles and to painstakingly take every pound possible out of the vehicle. Only to see many customers attach a heavy moose bumper to the front end, the moment they take delivery.

But front-end protection devices (aka deer guards or moose bumpers) are as popular as they've ever been, maybe even more so. Trucks are becoming costlier to repair and downtime is a trucker's worst enemy, which means some additional front-end protection is an acceptable trade-off for some compromise in payload or fuel economy.

"An average collision can be in the \$5,000 to \$10,000 range," said Mike Eng, sales and marketing manager for Magnum Equipment in Abbotsford, B.C. "If you are talking about a significant strike at highway speed, you can be talking upwards of \$30,000 to \$50,000 for a replacement hood, replacement air-to-air, replacement rad, fenders, lights and any structural damage to the frame."

And while the insurance deductible will sting, the downtime associated with the repairs will be even costlier, especially for an owner-operator.

"For a collision like that, the truck could be at the repair facility anywhere from a couple weeks to a couple months or so," Eng said.

Nathan Holt, marketing manager with Ex-Guard, agreed repairs are becoming more expensive.

"A simple thing such as a headlight that used to cost \$200, now costs \$700 to \$800 (to replace)," he said. He's seen simple crashes such as being backed into in a parking lot incur \$15,000 in damages.

Stats and anecdotal information from the insurance industry supports claims of rising repair costs. Bill Moretti, director of business development with insurance broker Tredd, said the average repair cost for a Class 8 truck went from \$12,000 in 2017 to \$18,000 the very next year. This is largely because of the addition of radar and sensors to the equipment. So, it's little wonder front-end protection systems are still in high demand, despite the impact they can have on aerodynamics and weight.

But just how much impact does a moose bumper have on fuel economy? Not as much as you may think, according to Holt. His company recently worked with MVT Solutions to test the impact front-end protection devices had on fuel economy. The lightweight Ex-Guard

LT-325 showed no discernable effect on fuel economy, while the beefier LT-350 negatively affected fuel economy by only 0.51%. That's a smaller impact than a tractor's side mirrors, according to Daryl Bear, lead engineer and chief operating officer with MVT Solutions, a division of Mesilla Valley Transportation that focuses on fuel economy testing.

Believe it or not, aerodynamics is a consideration in the design of moose bumpers.

"We use a very well-established tube size," Holt said. "We use round tube rather than square tubing.



Testing showed the Ex-Guard has little to no impact on fuel economy.

And we always recommend you don't exceed the hood height of the truck. It's how well the guard fits the truck."

Front-end protection systems can weigh anywhere from 100 lbs

to more than 400 lbs, depending on the level of protection that's needed.

"Obviously the more weight you have, the more fuel you're using, and the more money you're spending. So,

Continued on page 27

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Popularity of moose bumpers hasn't waned

Continued from page 25

a lot of larger fleets are not willing to add 300 to 400 lbs to the front of the truck. That goes out the window when a fleet is traveling to Northern Ontario, Northern Quebec, the Maritimes or Western Canada – anywhere there are a lot of larger animals," said Eng.

As trucks have evolved, becoming more aerodynamic and technologically-laden, suppliers of front-end protection systems have had to adapt.

"There's a lot less meat on the front cross-member to attach our bumper to," Eng said. "We are hanging 400 lbs on the front of the truck frame while the OEM is trying to make it as light as possible. You need the proper brackets to get the strength you need so when the guard is involved in a collision it's not pushed back into the front of the truck."

Traditional truck bumpers are also deeper on newer trucks, so less air is pushed underneath the truck, so moose bumpers have had to become deeper as well to provide full protection.

Forward-looking collision mitigation systems that use radar and/or cameras have also posed some challenges for manufacturers. On some such systems, such as Bendix Wingman, the radar can be moved and recalibrated so it can 'see' past the bumper. On others, such as Detroit Assurance, the system is not to be touched.

"We worked with their engineering team in Portland to come up with deer guard and moose guard products that work in conjunction with those systems so you don't have to relocate that radar sensor," Eng explained.

When shopping for a front-end protection system, it's important to ensure compatibility with the truck it'll be attached to. Ex-Guard, too, has custom guards for specific trucks, including the new Cascadia, to ensure compatibility with the truck's design as well as its collision mitigation systems.

"We did have a request from one manufacturer to make a guard that would allow a larger opening," Holt said. "We made a guard to meet their spec's, even though we know our guards don't interfere with them."

Another consideration when choosing a system is ease of use, especially with an aging driver population.

"There are manufacturers that use a locking T-handle latch. That's very inconvenient in the winter. It will completely freeze together. It's very difficult for smaller truck drivers or female truck drivers who may not have the strength," Holt said.

Eng agreed that ease of use is an important consideration. "Keep in mind you're out on the



Modifications have been made to moose bumper designs to allow compatibility with collision mitigation systems on newer trucks.

side of the road, the wind is blowing, it's -40 C and you need to have access to the engine compartment." With this in mind, Magnum developed a quick-latch system that works like the tailgate on a pickup truck. Installing systems that impede access to the engine compartment can lead to incomplete pre-trip inspections.

The type of material is another consideration. Ex-Guard uses high-tensile steel. Holt warned that low-quality stainless steel does rust and isn't as durable as high-tensile steel.

"We have a coating we use and it's extremely durable," he said.

In the end, a front-end protection device has to be able to do its job – protecting the vehicle and its occupants – so be sure to spec a robust system.

"You're trying to protect a human life," Holt concluded. TN

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Equipment

Mack debuts electric refuse truck



LAS VEGAS, NEVADA

Mack Trucks showcased its LR battery-electric refuse truck at WasteExpo.

The demonstration model will begin real-world testing next year with the New York City Department of Sanitation.

"The Mack LR BEV is the latest example of Mack's leadership within the refuse and recycling industry," said Jonathan Randall, Mack Trucks senior vice-president, North American sales and marketing. "Built on our decades of experience in powertrain innovation, the electric LR delivers a powerful yet quiet, zero-emission solution designed to tackle one of the most demanding applications in one of the largest cities in the world."

The truck features an integrated electric powertrain, consisting of two 130-kW motors, which produce 496 hp and 4,051 lb.-ft. of torque from zero rpm. It also features a two-speed Mack Powershift transmission.

Parts for Trucks turns 100, expands

DARTMOUTH, NOVA SCOTIA

Parts for Trucks has acquired Malmberg Truck Trailer Equipment located in Ottawa, Ont., and Gatineau, Que.

The deal makes Parts for Trucks one of the largest truck and trailer service providers and parts distributors in North America with 19 warehouses, six service facilities, and three mounted equipment shops.

"Parts for Trucks is delighted to be welcoming the Malmberg team to our group as we celebrate 100 years in business," Corey Miller, president of Parts for Trucks said. "The two companies share the values of customer service excellence, safety, family and community involvement. Our talented, spirited teams are a strong fit and this is a business decision that will create opportunities for all."

The three Malmberg locations will operate under the Malmberg brand with all operational staff staying with the business.

Earlier in March, the company also celebrated 100 years in business. **TN**

Mexican truck plant produces 400,000th Freightliner

SALTIMBO, MEXICO

Daimler's Saltillo, Mexico, truck manufacturing plant celebrated its 10th anniversary recently, coinciding with the production of its 400,000th unit.

A new Cascadia rolled off the line to mark the milestone, and the company held a celebration to honor the achievement.

"We are so proud to celebrate the first 10 years of operation at Saltillo Truck Manufacturing Plant," said Flavio Rivera, CEO of Daimler Trucks Mexico. "Our constant innovation has positioned us as a benchmark not only in Mexico, but the whole world. We are being recognized for our production and commercialization of trucks with the highest quality for the North American market."

The plant was opened in 2009 with a \$300-million investment. **TN**



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Equipment

Ocean Trailer expands Winnipeg facility



WINNIPEG, MANITOBA

Ocean Trailer has finished renovations at its Winnipeg location.

Additional shop bays have allowed the company to hire more technicians and better utilize its space, according to branch manager Mack Keay.

"This added space has already improved our ability to fix more of our customers' trailers every day," he said. "But it will also give us the chance to keep our own rental fleet better maintained and cleaner."

That's due to a new wash bay that

will operate from 8 a.m. till 5 p.m. every day.

"We've also taken care to buy food-grade cleaners that are non-acidic," Keay added.

The new wash bay went into service May 21.

The facility now boasts 14 service bays, tire service, two 24-hour mobile repair trucks, pickup-and-delivery service and a full-service wash bay. It also offers 80 truck parking spots, and a fleet of more than 820 rental trailers. **TN**

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Daimler launches Autonomous Technology Group



PORLAND, OREGON

Daimler Trucks has established a global organization for highly automated driving.

The Autonomous Technology Group launched June 1, and is headed by Peter Vaughan Schmidt. It will focus on putting SAE Level 4 autonomous trucks on the road within a decade, and is backed by a US\$570 million investment.

"We are the pioneer for automated trucks," said Martin Daum, member of the Board of Management of Daimler AG responsible for trucks and buses. "With the formation of our global Autonomous Technology Group, we are taking the next step, underscoring the importance of highly automated driving for Daimler Trucks, and the industry and society as well."

Daum said the new unit will "maximize the effectiveness of our automated driving efforts and the impact of our investments in this key strategic technology."

Vaughan Schmidt, who will lead the group, was previously head of strategy for Daimler Trucks.

"With the Autonomous Technology Group, we are bringing together our global experts and their vast knowledge in automated trucking," he said. "In the first stage, we will focus on use cases of highly automated driving in defined areas and between defined hubs in the U.S. In doing so, we will work closely together with customers whose business matches this automated driving application. We will not only develop the respective technology, but also set up the required operations infrastructure and network."

Roger Nielsen, CEO of Daimler Trucks North America, added: "This new global organization will enable us to even stronger evolve the technology for highly automated driving and vehicle integration for heavy-duty trucks at our Automated Truck Research & Development Center in Portland. We're fully committed to demonstrating the enormous advantages of highly automated driving first here in the U.S."

The main activities of the unit will include: software development; chassis redundancy; sensor kit integration; and operations infrastructure. The new unit will include automated driving company

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What your fingernails can tell you about your overall health

When you glance down at your hands on the wheel, do you ever pay attention to your fingernails? Take a good look; your fingernails are often a window to your health. Have they changed recently? Although some changes are natural, others offer a warning of health concerns, especially changes in your nail color or growth patterns.

Your nails, a part of your skin, consist of protein layers (keratin) which grow from under your cuticle beneath the base of the nail. As new cells develop, older cells harden, become compacted and get pushed toward your fingertips.

Perfect nails are smooth, with no grooves, ridges, spots or discoloration, but healthy nails can

also develop harmless anomalies, including vertical ridges, which run from the tip of the nail to the cuticle and often become more noticeable as you age. White spots or lines of bruising may also appear because of an injury, but these will grow out as your nail grows.

Skin disorders can affect the appearance of your nails, causing dimpling, indentations, pitting or splitting. These changes may signal: psoriasis – a common skin condition that causes skin cells to build up quickly; lichen planus – an inflammatory skin condition; or dermatitis – inflammation of the derma skin layer.

Other mild health concerns may temporarily trigger nail changes. Take stress, for instance. Your nails may temporarily stop growing if you have a serious injury or infection, a severe illness or a high fever, allowing your body to focus energy towards high-priority healing rather than low-priority nail growth. Later, when the stressor is removed and your nails begin growing again, horizontal lines (Beau's lines) may appear across your nails at the point where the growth temporarily stopped. These lines are not worrisome and will eventually grow out.

On the other hand, some nail changes may signal more serious underlying medical problems that could require treatment.

If your nails change color, especially if they begin turning red or yellow, or if colored dots, streaks or stripes appear, you could have a nail fungus or skin cancer. Yellow nails can also be a sign of chronic bronchitis or other respiratory conditions. Nails beginning to turn white or yellow at the cuticle or the tips may indicate kidney problems or liver failure.

If your nails begin to curve much more than usual (clubbing of the nail), you probably have low oxygen

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levels in your blood, which may be caused by a lung, heart, or inflammatory bowel disease, or liver issues.

Spoon nails (koilonychia) – when your nails grow in a ski jump shape – can be a sign of iron deficiency anemia. Nails that separate from the surrounding skin or nails with swelling or pain around them can signal deeper medical issues requiring treatment. These are just a few of the most common conditions that can affect your nails. Since there are hundreds of medical disorders, diseases, and conditions that can also cause nail changes, talk to your doctor or dermatologist if you are concerned about abnormal changes in your nails.

To ensure any nail changes tied to serious health issues are noticeable, keep your fingernails in top shape. Regularly practice good nail hygiene. Keep them trimmed, using sharp manicure scissors or clippers. File rough edges to stop nails from tearing. Keep them dry and clean to prevent bacteria from growing underneath. Avoid long and repeated contact with water to prevent splitting – wear cotton-lined rubber gloves while washing your rig or using harsh chemicals. Use hand moisturizer and spread it over your fingernails and cuticles.

Don't bite or pick your nails at the cuticles so you don't damage the nail bed. Even minor cuts beside your fingernail can allow bacteria or fungi to enter your body (and sometimes lead to blood poisoning). Avoid pulling off hangnails – clip them off instead.

Remember that your fingernails can protect more than your fingertips; monitor their condition. Your life may be in your hands. **TN**

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Back Behind the Wheel

Protect your eyes

Every profession has its tools of the trade. For professional truck drivers, one of their most important tools is their eyes. Drivers rely on their eyes to safely navigate their trucks through busy streets and highways. In my clinic, I often hear drivers complain of tired or strained eyes after a long day on the road.

The muscles of the eye, just like any other muscle in the body, can fatigue or tire from overuse. In most cases, eye strain is not a serious medical condition and usually goes away once the eyes are given adequate rest.

There are many possible causes of eye strain. However, using computers or digital electronic devices such as cell phones is one of the most commonly reported causes. This type of eye strain is called computer vision syndrome.

Other activities that involve prolonged focus, such as driving, may also put tremendous strain on the eyes. In addition, exposure to bright lights may also tire the eyes. The latter two causes pertain directly to professional truck drivers. Stress and fatigue are also significant risk factors for eye strain. Finally, underlying eye problems such as eye muscle imbalances or uncorrected vision should also be considered when experiencing eye fatigue.

The symptoms of eye strain vary from person to person. However, most people who are experiencing mild eye strain complain of sore, tired and burning eyes. Headaches and neck pain are also common symptoms associated with eye strain. In more severe cases, blurred or double vision and light sensitivity may be present. Some people experiencing eye strain report having difficulty focusing on specific tasks.

The good news is that eye strain rarely causes any serious or long-term consequences. In fact, in most cases, the symptoms associated with eye strain will go away within a few days.

Generally, the treatment of eye strain starts with identifying the underlying cause. In some cases, correcting vision problems with prescrip-

tion lenses will reduce the symptoms.

In other cases, modifying work habits or environmental factors will be necessary. For example, wearing sunglasses while driving or making sure there is adequate light when reading or performing close-up work. Another good tip is to position the light source behind you when reading printed material. This will prevent the light from glaring directly into your eyes. Also, avoid watching TV or working

on a computer in a dark room to avoid high contrast between the screen and the surrounding environment.

Resting your eyes throughout the day is also important in preventing eye fatigue. A good rule of thumb is the 20-20-20 rule. Every 20 minutes, take your eyes off your computer or work station and focus on something 20 feet away for a minimum of 20 seconds.

Here are a few tips for professional truck drivers: firstly, remember to blink often while driving in order to refresh and lubricate your eyes.

Also, make sure that the heating or cooling vents are not blowing directly



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into your eyes as this may dry them out. Finally, wearing polarized sunglasses will reduce glare and prevent eye strain due to excessive sunlight.

If home remedies do not relieve the symptoms of eye strain, it is important to seek medical attention for further investigation.

Until next month, drive safely! TN

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Shunt trucks: Fuel of the future

While the technology is in its infancy, electric shunt trucks are gaining traction

By James Menzies

The applications best suited for electrification are those that see trucks operate locally, with lots of starts and stops, and that park at home each night for charging. So, it's little wonder that shunt truck operators and manufacturers are taking a hard look at electrification, as that application checks each of those boxes.

What's the appeal?

Shunt truck applications are seen as ideal for electrification, because they usually don't travel far from home base, where charging stations are located. Their frequent starts and stops provide regenerative braking opportunities and they can usually be charged between work shifts.

"Drivers like the fact that this tractor has the same agility and robustness that they associate with the Kalmar Ottawa product. But it has the extra benefits of being quiet, and without fumes," Gina Lopez, vice-president of terminal tractors with Kalmar, said of the company's T2e electric shunt truck.

Operators also like being able to do away with the troublesome emissions systems needed on diesel-powered on-road yard tractors. Those systems don't like idling, and shunt truck applications typically include lots of idle time.

"A Tier 4 emissions system was designed for operators in Class 8 applications, doing 70 mph and generating a lot of heat in the after-treatment system," said Mallery Pinder, North American dealer manager with Tico, which is developing an electric model. "In our application, most users idle 50% or more, and idle time is not good for those systems."

But while there's lots to like about going electric, Pinder cautioned that the technology may not yet be ready for prime time.

"In a port environment, they're going to need to be able to pull 150,000-lb loads," Pinder said. "The battery technology needs to be able to withstand five to 10 Gs of force when an operator connects to a trailer, and you do that 100 times a day. The battery needs to be able to withstand that shock load, and often."

While Tico is developing an electric shunt truck, it sees compressed natural gas (CNG) as an ideal bridge until electrification is further advanced.

Here in Canada

Loblaw is believed to be one of the first, if not the first, Canadian



Electric shunt trucks, such as this T2e, are here – and more are coming.

"The battery technology needs to be able to withstand five to 10 Gs of force when an operator connects to a trailer, and you do that 100 times a day."

— Mallery Pinder, Tico

company to order an electric shunt truck. It ordered a Terberg unit from dealer Train Trailers, which will be delivered and put into service in the coming weeks. First, the electric drive system from the European manufacturer will need to be modified for the North American market.

James Currier, national account manager for Train Trailer, said this will be the first all-electric Terberg shunt truck in North America.

"Train Trailer is very excited to bring an electric vehicle to North America," he told *Truck News*. "We've been pushing Terberg to allow us access to one. Everything looks good to go for July."

Train chose to work with Loblaw, as it has several distribution centers across Canada where the unit can be tested.

"The Canadian climate is sometimes unforgiving. Given this is a new product to the Canadian climate, we want to be able to test it in several different climates, so partnering with a company like Loblaw allows us to find the resources and dedicate the time necessary in order to test all sorts of different attributes and functionalities," Currier said. "It was absolutely necessary to find a partner with very large scale."

When the shunt truck is deployed, Train Trailer will work closely with Loblaw to monitor its performance.

"It's very much a hand-in-hand partnership," Currier noted. "We want to be able to start putting electric vehicles out to a large portion of shunt truck users within Canada, and ideally eventually all of North America, but in order to do that somebody has to go first."

A second generation Terberg electric yard tractor is currently in development, and once it's released, Train Trailer plans to bring them over in larger quantities. Currier said interest in the technology is steadily increasing.

"I'd say every month, I see an increase in demand for electric vehicles," he said. "Ultimately, I think their presence in Canada will be strong and significantly increased over the next few years."

But is it too cold?

The Loblaw experiment will be watched with great interest, as there's a widely held theory that Canada's just too cold for electrification. It's no secret, after all, that batteries prefer moderate climates to extreme temperatures.

Mike Saxton, chief commercial officer with Orange EV, makers of pure electric terminal tractors, said he's confident his company's vehicles can operate in a Canadian winter, and will soon do so.

"Orange EV's electric shunt trucks are outperforming diesels in cold weather," he said. "They start when turned on and avoid the need for excessive idling. Colder weather may, somewhat like with diesels, lead to increased energy consumption rates. How much greater depends on how cold and for how prolonged the cold."

Lopez said "Our current T2e (electric terminal tractor) has the capability to operate down to 14 F (-10 C). We are aiming for lower temperatures with some upcoming development initiatives as well."

The charging requirements

Range and charging time are two critical factors to consider when purchasing an electric shunt truck. Saxton said Orange EV's shunt trucks can run 24 hours on a single charge.

"For most sites, the electric infrastructure required already exists," he said. "And the site is simply extending current circuit capacity to where they install and hook up to the charging equipment Orange EV provides with the trucks...Sites install 480 VAC circuits at amperage based on the speed of the charging desired, from standard to fast charging."

The trucks are recharged in as little as two hours using fast charging methods, he added, noting charging is usually done during work breaks and other downtime.

Kalmar's T2e requires 480-volt three-phase power with a single industrial plug. Lopez said it will run for 12 hours between charges and can be fully charged in 2.5 to 3.5 hours.

"Most applications present opportunity charge windows during breaks and this allows for longer periods of operation," she added.

How quiet is too quiet?

One safety concern that may exist in busy yards is the noise – or lack thereof – from an electric shunt truck. While this is no doubt appealing to drivers, does it compromise safety in the yard?

"Fleets ask this at first but then realize there's still some noise from the truck and trailer, while also concluding their other safety practices more than address any concern over quiet trucks," contended Saxton. "Many of these sites already have electric forklifts, which are also quiet. The new protocols include slowing at and checking blind corners, beeping the horn – a different sound helps identify the electric truck – and educating site personnel, already highly trained to be safety-conscious." **TN**

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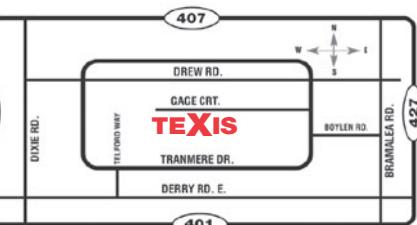


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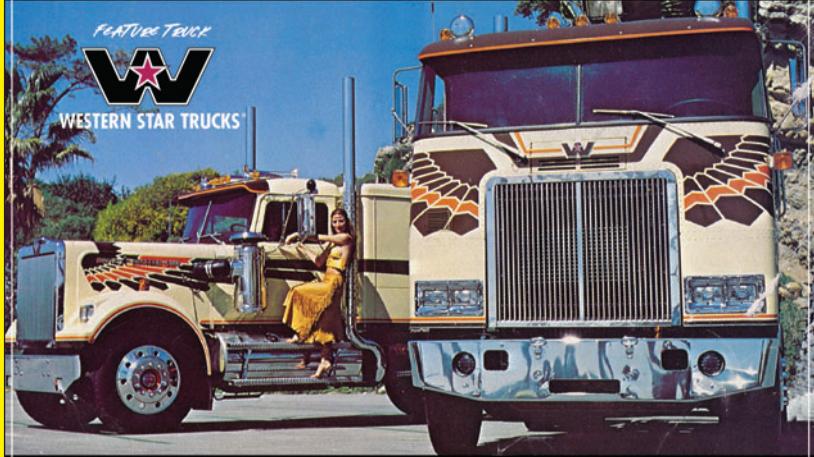
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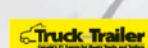


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(10) 2012 GREAT DANE 53' REEFERS
Carrier 6500 Vector units, exterior rub rails, side skirts, front & rear vents, stainless rear doors, door case, & bumper, duct floors, 2 rows "E" track, Hendrickson air ride suspension, aluminum wheels, **CLEAN.** -1276974



2017 STOUGHTON 36' Z PLATE VAN
Tandem Axle Hendrickson Air Ride Suspension, Overhead Rear Door, Exterior Rub Rail. (N.A.P.)
... ARRIVING SOON! -1281909



2016 STOUGHTON 53' PLATE VAN
Swing rear doors, front and rear vents, Hendrickson air ride suspension, new tires, **VERY CLEAN.** -1271450



6 (10) 2009 UTILITY 53' TRIDEM REEFERS
Thermo King Sp310 Units, Hendrickson Air Ride With 6' & 6' Spreads, Hd Flat Aluminum Floor, 3 Rows Recessed "E" Track, 24" Scuff Liner, Exterior Rub Rail. -1261785



2009 UTILITY 53' ALUMINUM COMBO FLAT DECK
c/w "Quick Draw Tarp System", 16 pair chain tie downs, 12 winches & straps, Hendrickson air ride suspension, 8 aluminum wheels, 5'2"x2' aluminum tool / storage box. -1271448



SLIGHTLY USED 2019 UTILITY 53' DRY FREIGHT VAN
Front & rear vents, steps, exterior rub rail, Tire inflation system, side skirt, Michelin tires. -1276973



(6) 2009 GREAT DANE 53' X 102" REEFERS
Thermo King Spectrum multi-temp units, 3 remote evaporators, 2 sets of ceiling mounted bulk heads, 24" aluminum scuff liner, HD flat floor, 1 row recessed "E" track, Overhead rear door, Stainless rear door case. -592016

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Scott Taylor is vice-president of TFS Group, providing accounting, book-keeping, tax return preparation, and other business services for owner-operators. Learn more at www.tfsgroup.com or call 800-461-5970.

Whether you call it a tax, a levy, a fuel charge, or a pricing system, the result is the same: the cost of fuel is higher and there's more reporting to be done thanks to carbon taxes.

As of April 1, the federal government has applied its carbon pricing system to Ontario, New Brunswick, Saskatchewan, and Manitoba (all other provinces already had a carbon pricing system in place by that date).

The system takes effect in Nunavut and Yukon on July 1, and with

Alberta having scrapped its provincial carbon tax system on May 30, that province may soon be required to join the federal program.

I'm not going to get into the politics of this issue. For now, let's just focus on how the carbon tax affects owner-operators and specifically, their broker settlements.

Similar to IFTA

The Federal Carbon Pricing Backstop is a tax on CO₂ emissions that applies to 12 different types of businesses, including trucking. The

Canada Revenue Agency (CRA) is responsible for managing the program, which ultimately affects you similar to IFTA.

Provinces that have a carbon pricing program typically adjust their IFTA rate to include the carbon tax. That means any carbon tax refunds or payables get buried in your net IFTA result.

Because the new carbon tax is federal, it cannot be added to IFTA rates since they are provincially controlled.

Therefore, all inter-jurisdictional carriers that travel to Ontario, New

Brunswick, Saskatchewan, Manitoba, Nunavut, and Yukon are required to register with the CRA's federal fuel charge registration system and report their carbon taxes every quarter.

It's yet another tax filing to CRA based on the methodology of distance traveled in various jurisdictions and calculating the fuel used there.

Like IFTA, if you pay the carbon tax in the pump price, you may get some back or owe more based on where you travel and consume your fuel. If your carrier charges your net IFTA to you on your broker settlements, then you should now start to see a net carbon tax refund or payable also being charged.

Where should you buy fuel?

The carbon tax should not change where you should buy fuel.

Because it is refundable, the fuel charge is removed when you calculate the net fuel price. If you have to drive 100 kilometers in Saskatchewan, you're going to pay carbon tax on your fuel consumption for those kilometers whether you buy the fuel there or anywhere else.

Buying diesel in the U.S. is not the answer to avoiding the tax because you'll just have to pay it later based on your travel in Canada. That said, the reverse is also true: any carbon tax paid in Canada is refundable for travel in the U.S.

Short-term pain

There are still details to be worked out. For example, there was confusion at first about how the tax applies to an owner-operator who is using the IFTA licence of someone else, but CRA has confirmed that the holder of the IFTA licence is required to register and report the fuel charges.

And since we are coming up to a federal election in October, this whole program could be changed or scrapped. We've spent countless hours updating our systems so that we can calculate this new tax and report on it for our carrier clients. CRA employees have spent countless hours organizing systems and forms and registrations. All for something that may last six or seven months. Now that's expensive. **TN**

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Announcements

PIT Group names new leader; **Haldex** appoints new CEO; and **Magnum Trailer and Equipment** has a new v.p. of truck accessories.

Jan Michaelsen has been named the new leader of PIT Group, responsible for supporting the group's direction and implementing a



strategic development plan. He assumes his new role immediately, PIT announced in early June. Michaelsen has

been with PIT Group since it was founded 11 years ago, and was previously a lead researcher.

Helene Svahn has been named the new CEO of Haldex. Svahn was a board member of Haldex and a professor at KTH Royal Institute of Technology in Sweden and currently head of research and innovation at Permobil. Svahn is replacing Ake Bengtsson, who has been CEO since 2017.

Svahn will start immediately, but enter the position fully on Aug. 12.

Magnum Trailer and Equipment has hired **David McLucas** as vice-president of truck accessories. McLucas is a 40-year manufacturing industry veteran, and as a part of Magnum's leadership team will be involved in strategic planning.

Magnum Trailer and Equipment has for 35 years designed specialty trailers and it also produces more than 120 standard accessories.

Accuride announced that it has appointed **Robin Kendrick** president and CEO. Kendrick joined the Accuride Board of Directors in March 2018 as an independent director and will continue to serve as a member of the board as part of his new role.

Prior to joining Accuride, Kendrick was president and general manager of BorgWarner's Turbo

Systems business and prior to that president and general manager of BorgWarner's Transmission Systems business.

Pressure Systems International (P.S. I.) has recently made several personnel appointments.

Craig Smith has been hired as marketing manager. Smith will lead marketing aspects for both its commercial vehicle and recreational vehicle businesses, focusing on the technical aspects of branding, collateral material and website development, as well as the company's presence at trade shows and other industry events.

Steve Miller has been promoted to vice-president, engineering. Miller joined P.S.I. in April 2018 as senior director of engineering with 23 years of experience in the commercial vehicle industry. In his new position he will lead product engineering activities, including current and new product development for all products in the CV and RV businesses.

Bear Musgrave has been promoted to business unit director, for P.S.I.'s Truck System Technologies (TST) RV segment business. Musgrave, who has been with PSI since January 2018, brings extensive experience with the automotive dealer market.

Additionally, **Ben Morgan** has joined P.S.I. as integration engineer. In his new role, he will focus on integrating P.S.I.'s total tire solutions with all open platform telematics systems for commercial vehicles.

Firestone Industrial Products (FSIP) announced that **Emily Poladian**, former director of fleet sales, truck, bus and retread tires (TBR), has been named president, FSIP.

Poladian succeeds **Craig Schneider**, who has been appointed president, diversified products for Bridgestone Americas. As president, Poladian will oversee all aspects of the FSIP business. **TN**

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Products

Link Manufacturing's new high-capacity **Triton Tri-Drive Air Suspension** is engineered for multi-axle, heavy-haul and off-highway applications including mining and logging.

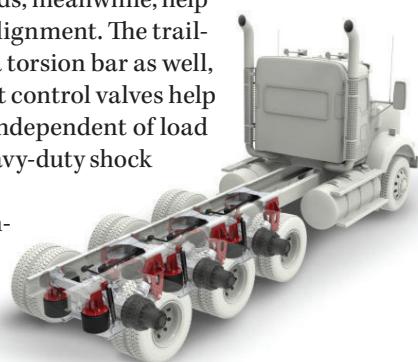
The suspensions can be combined for a variety of carrying capacities, including a 35K single drive, 70K dual drive, and 105K tri-drive configuration.

The mounting system features extra wide weight-bearing brackets that deliver yaw stability for balanced handling. The ride quality itself is enhanced using high-mounted air springs and under-slung spring saddles, which allow plus or minus four inches of articulation to minimize roll.

A military-grade beam also helps to handle punishing terrain, the company says.

Longitudinal and lateral control rods, meanwhile, help to ensure proper axle tracking and alignment. The trailing beams are interconnected with a torsion bar as well, to improve ride stability. Dual-height control valves help to maintain optimum ride heights independent of load levels, and all units are fitted with heavy-duty shock absorbers.

Maintenance needs are further minimized with polyurethane bushings that eliminate lubrication requirements. They're also more resilient than natural rubber bushings. **TN**



Cooper Tire is expanding its severe series product line by adding a new **mixed-service wide-base all-position tire**. The WBA promises long miles to removal in the face of harsh operating conditions in construction applications like mixers and dump trucks.

The five-rib designs come with 23/32nd tread depths and a zig-zag-shaped rib in the center. The end result is a tire designed to offer exceptional traction and cornering around slippery sites. Special cut, chip, and chunk-resisting compounds combine with Cooper's Scrub Guard to help withstand scrubbing, curbing damage, and other typical obstacles. Notched ribs around the tire circumference and a stone-ejecting ledge help to battle penetration by sharp rocks and stones. Grooved walls also contain a dual "shelf" to help with tread stability, to minimize squirming during cornering. And tie bars are incorporated to stabilize the center rib. **TN**

Ryder's **RyderGyde app**, now available in Canada, offers quick access to commercial truck rentals and can even be used to schedule maintenance appointments in less than 60 seconds. Recent enhancements to the roadside vehicle repair functions include a roadside wizard, which allows drivers facing a vehicle breakdown to scan a vehicle identification number and send information about the issue and location to a maintenance dispatch center.

Fleet managers can use RyderGyde to manage vehicles that need servicing, and group them by importance. Vehicle odometer readings and telematics data are combined to flag vehicles that are due for maintenance, while a scheduling feature tracks upcoming preventive maintenance appointments.

RyderGyde is available for iOS and Android devices and can be downloaded on the App Store and Google Play. **TN**



CarriersEdge continues to update its **online driver training library**, adding two courses on practical cargo securement, as well as training on blood-borne pathogens and the spotted lanternfly.

Spanish translations have also been added to existing lift truck operator skills and distracted driving courses.

CarriersEdge now offers 10 cargo securement courses overall, with the recent addition of versions on securing paper rolls and concrete pipes. Each is based on the *Practical Cargo Securement* handbook from Techni-Com.

The "Requirements for Paper Rolls" course details the special requirements needed to transport one or more paper rolls with a combined weight of 5,000 lbs or more. The "Requirements for Concrete Pipes" course details special requirements needed to transport one or more concrete pipes loaded onto a flatbed trailer, using the loading method of 'eyes crosswise' to prevent rolling.

New training on bloodborne pathogens helps drivers understand how to protect themselves from disease-causing micro-organisms transmitted through bodily fluid. And the course on preventing the spread on the spotted lanternfly is designed for those traveling through the northeastern U.S., as officials look to curb the spread of the crop-damaging pest. **TN**

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Fiction

Mark Dalton: Owner-Operator

By Edo van Belkom

Mark Dalton was an hour west of Regina on the Trans-Canada Highway hauling a load of Canadian beer destined for Asia. Somehow, a Canadian brewer convinced a Chinese distributor that beer from Canada is better, more flavorful, or just plain exotic. That, or there was a tariff on American beer imported into China and like most other things, someone else benefits.

Mark had three days to get to the coast and he'd done the trip often enough that just two days was more than enough time, so he was driving cautiously and taking in the view of Saskatchewan in springtime.

Along with Mark, there were plenty of longhaul trucks on the route, bringing goods and materials to hubs in Calgary and on to Edmonton, or like Mark straight on through to the coast. Hundreds, maybe even thousands of trucks drove the Trans-Canada every hour and as a result the highway was more like a lifeline for the country rather than just a roadway.

But among all the usual trucks – flatbeds, box trailers, reefers, livestock haulers – there was one truck like he'd never seen before. It was new, clean, totally aerodynamic and, Mark couldn't help but think, just a little bit sexy. There were lights on it that were flush with the body and everything else about it looked different, from the aerodynamic flares around the tires to the rivets holding the trailers body in place.

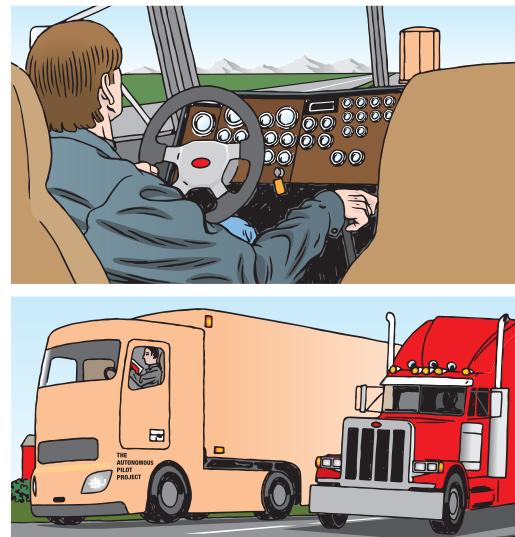
It looked like...the future.

And there was another thing different about it as well. For as long as Mark had been following it, the truck had never sped up or slowed down. Instead, it had maintained exactly the same speed, which Mark confirmed with a glance at his own speedometer, was right on the speed limit. This was great for whoever the guy was hauling for, but for people in cars who were used to driving up to 20 km/h over the limit, this truck was a bit of an obstacle that wasn't so easy to get around.

After a few more kilometers, Mark decided to pass the truck himself to get a look at the front of it, and to see who in the world could be so disciplined on the road. He moved into the left lane and edged up even with the truck. As the cab came into his field of vision, Mark was shocked to see that the driver was laid back in his seat and was... reading a magazine.

"Dear God, man. You're going to crash like that!" Mark shouted inside the cab of Mother Load.

But the driver seemed not to notice Mark. Or care. However, he did look up from his magazine



in Calgary. If the truck could first get from depot to depot, then they could move on to try and develop a truck that could drive itself in city traffic.

Or at least that was the plan. As Mark matched the truck's progress down the highway, the driver – or perhaps monitor behind the wheel – noticed Mark staring and waved. And as he did so, the truck just kept on trucking down the highway without a twitch or hiccup.

Even when they came upon traffic at the Saskatchewan/Alberta border, the autonomous truck flawlessly navigated through the slowdown, matching pace with the other cars around it then speeding up to, but never over, the speed limit when traffic got back to normal. Half the drivers Mark knew had trouble keeping things running so smoothly.

And that was the danger.

Although this truck probably cost millions – maybe even billions – to design and build, in the long run it would be cheaper to operate than a truck that needed a driver. It would work continuously, night and day without a break or a log book to fill out. There would also be less traffic because these trucks would drive through the night, and as a result there would be fewer accidents and ultimately a reduction in shipping costs.

And, there would be one more trucker out of a job, but that was the whole point and biggest part of the cost savings.

Mark wanted to say it was a terrible idea, but he knew that there was currently a shortage of drivers. Clearly, there might just be a place for a truck without a driver.

On the one hand there was always a fear of the unknown and who knew if this would work or not? But then those who resisted technological progress were always doomed to be surpassed by it.

Kodak once had the early opportunity to be a leader in digital cameras, but it decided the technology would never surpass film as the best way to take photographs. And people say the taxi cab industry has only itself to blame with poor service, dirty cabs and rude drivers, paving the way for services like Uber and Lyft to flourish.

If this worked on a large scale, people – drivers like him – would be out of a job.

Mark had to see more of this operation firsthand. He pulled back behind the truck and decided to follow it to wherever it was going. **TN**

Mark Dalton returns next month in Part 2 of The Truck Without a Driver.

The Truck Without a Driver

– Part 1 –

every once in a while, and did what looked to be a full scan of the road in front of him, and all the gauges on his dashboard. And that's when he read the sign on the left front fender.

"The Autonomous Pilot Project."

"Okay," Mark said aloud. "I get it."

What Mark was looking at was one of the new autonomous trucks that every tech or engineering company in the world seemed intent on developing and bringing to market. While it wasn't a true driverless truck, it was an early version of what would eventually be a truck that required no driver to steer it across the country.

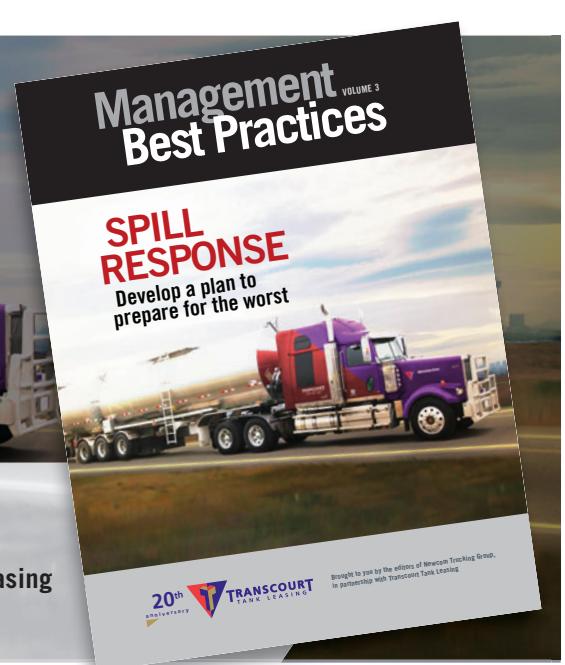
Right now the technology was at a point where the truck could drive itself well enough on the straight and flat highway between Regina and Calgary, but the systems still had enough glitches or limitations that there still needed to be someone inside the truck to take over if the computers – or whatever the hell was driving the truck – broke down, didn't work, or couldn't figure something out, like a traffic jam or bad weather.

Obviously, Mark had stumbled upon a test project for driverless trucks. It made sense to do it in this part of the country where the road was straight and flat and a truck could probably get itself from one warehouse just off the highway in Regina to another warehouse just off the highway

SPILL RESPONSE

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Building a healthier mind and body

At the end of June, I will have completed my first Healthy Trucker Challenge. Headed by wellness coach and nutritionist Andrea Morley, Healthy Trucker is a health and wellness program for all of us in the transportation industry.

Healthy Trucker is powered by NAL Insurance. This program provides the tools and support to take a more critical and objective look at your overall health and then take a step each week towards healthier choices about how you feed and care for your body and mind. It's a source of community support – a source of support that I have given short shrift to over the course of pursuing a healthier lifestyle while long-haul trucking.

I'm of the belief that a large part of your makeup needs to be of the lone wolf if you are to succeed as a driver in the field of longhaul trucking. That's the nature of this business.

As a driver, you are at the tip of the spear, always. We are not alone as we face the challenges of our day but this industry depends on the independent and solitary characteristics of its drivers to make the right decisions, be accountable, follow the rules, and ultimately make everything work smoothly where the rubber meets the road.

But the lone wolf's approach to life has its drawbacks. Fierce independence and a solitary life may be the Achilles heel of a trucker when it comes to making decisions about personal health and well-being. Successful truckers are filled with confidence and self-assurance when it comes to decisions made in the moment; the safety of all road users depends on it. But truckers should take the time to think about and analyze the decisions they make about their personal health and they need some community support, some expertise in the field, to help them do that.

I've been looking for the magic formula to live as a healthy trucker



Aging is a funny thing. It fills you with wisdom while waking you to a deep sense of your own mortality.

for the past 19 years. I quit smoking in the autumn of 2000. A year later, I started addressing the weight gain that resulted as I used eating habits to replace my smoking habit. I have had a lot of success over the years and have always attributed that success to myself, to my own stubborn stick-to-itiveness, until recently.

Our lives are dynamic and ever-changing. In the past five years my tough-mindedness, that sense of dogged determination that has kept me focused on a healthier lifestyle has been wearing thin and failing me.

I've always understood the strong relationship between physical and mental health, recognizing that when you eat the right foods and get the right amount of exercise and sleep, then a healthy body will result in a sound mind. But I discounted the fact that I have lead a life free of any severe emotional or physical trauma, that I have never had to depend on support or help

from family or community to live from day to day. The result of this privilege is having to come face to face with the fact that my own self-assuredness and independence is only a Band-Aid when it comes to dealing with issues of mental health. Toughing it out hasn't been working for me lately.

Aging is a funny thing. It fills you with wisdom while waking you to a deep sense of your own mortality. In 2017 my oldest brother, a healthy and active man in his early seventies, was diagnosed with sudden onset leukemia that took him down hard and fast.

He died just eight months after his initial diagnosis. At the same time, I have seen a number of my peers, much younger than my brother, diagnosed with ailments that have been either debilitating or terminal in nature. I view this out of a sense of how precious time is and not out of any sense of fear. It is that value

of my time that I have come to recognize as the source of my greatest anxiety.

I can recount many days of highway driving that my mind has turned to thoughts of my family at home and amplified an anxiety of separation in my mind. Toughing it out doesn't work here. This is when you most need a community, someone close you can just reach out and talk to. This is a hard place for the lone wolf to wake up in each day.

So, I joined the Healthy Trucker Challenge to get back in shape in terms of nutrition, exercise, and sleep and was awakened to the fourth ingredient, community.

As truckers, we work hard for the time away from trucking that we need for a healthy mind. That time is spent by most drivers with other people – loved ones, friends, family – that we can just talk to. We need that. Getting the right nutrition, the time to exercise, and the time to sleep depends on it. I felt a healthy body leads to a healthy mind but now find myself needing a healthy mind to lead to a healthy body. Maybe that's just a little wisdom gleaned from aging. TN



Al Goodhall has been a professional longhaul driver since 1998. He shares his experiences via his blog at www.truckingacrosscanada.blogspot.com. You can follow him on Twitter at @Al_Goodhall.

The cover of the "Maintenance Best Practices II" booklet. It features a photograph of a truck driver in a blue uniform working on a truck. The title "Maintenance Best Practices II" is prominently displayed at the top. Below the title, there is a subtitle: "Fluid thinking on extending oil life, automatic lubrication, safety and more". At the bottom, it says "Brought to you by the editors of Newcom in partnership with Chevron".

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