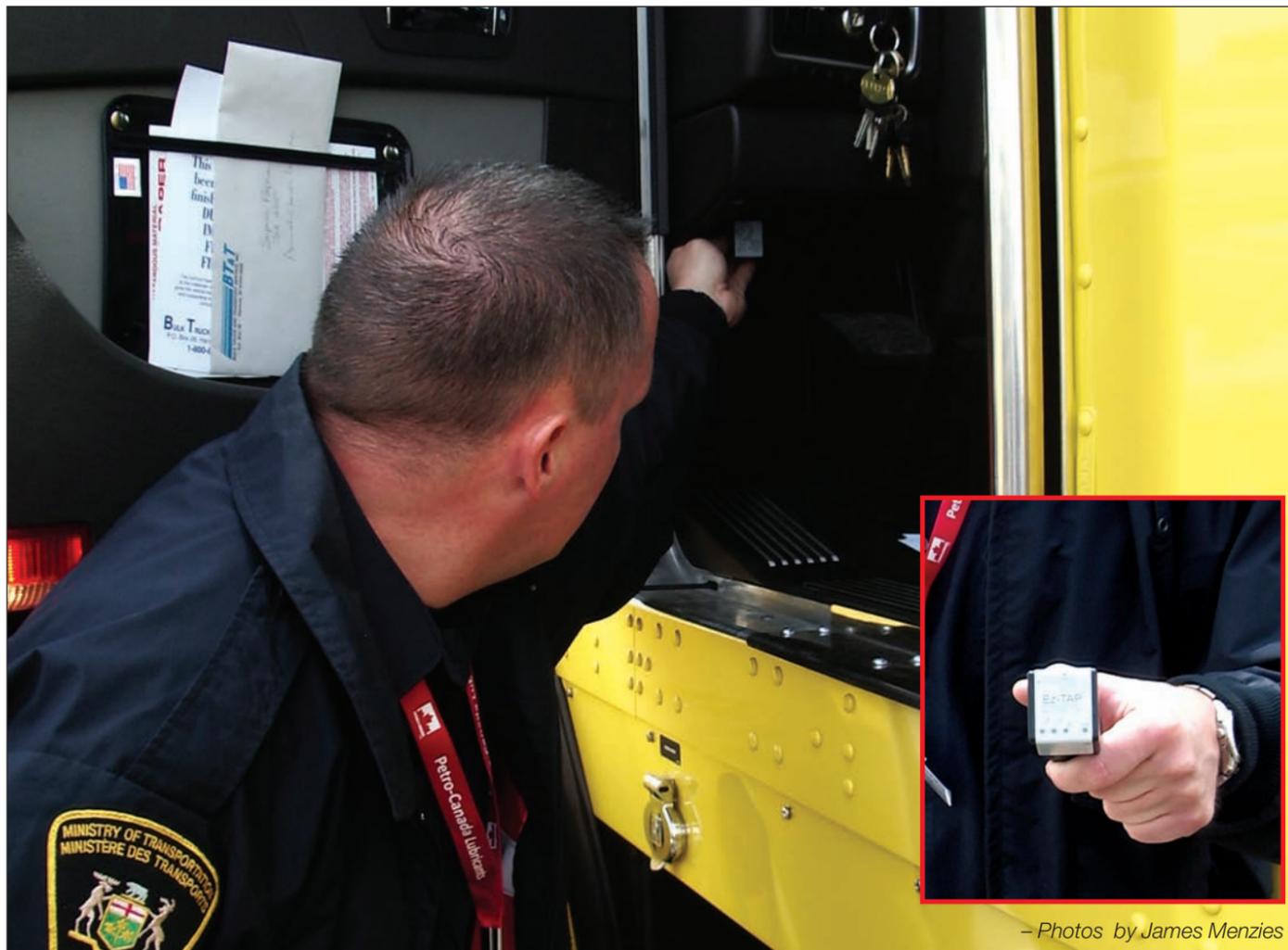


TRUCK NEWS

July 2009 Volume 29, Issue 7

Delivering daily news to Canada's trucking industry at www.trucknews.com



— Photos by James Menzies

CHARGES PENDING: MTO inspector Travis McMunn demonstrates how enforcement officers will check for compliance with Ontario's speed limiter law. A wireless device (inset) plugs into a slot under the dash to reveal speed limiter settings.

Big interest in big trucks

Interest in LCV pilot exceeds allowable spaces

By James Menzies

TORONTO, Ont. — Interest in Ontario's Long Combination Vehicle (LCV) pilot project ran high at this year's Canadian Fleet Maintenance Seminars (CFMS).

And according to Ron Madill, weights and dimensions coordinator for the Ontario Ministry of Transportation, there are already more fleets expressing an interest in running LCVs than the pilot will allow. He told CFMS delegates that the province is hoping to issue the first of 100 permits to carriers beginning in July.

The permits will be non-transferable between carriers but they won't be vehicle-specific. A carrier will be required to keep the original permits in the LCV's tractor whenever it's on the road, Madill said. The permit will be accompanied by three supporting documents: a list of LCV-approved routes (mostly 400-series highways); a list of safe havens where LCVs can be safely parked; and approved origin and drop-off locations, which will be specific to the carrier.

No detours will be allowed, even in the event of a road closure. If the 401 is shut down due to an accident and vehicles are being re-routed onto secondary roads, LCVs will be required to remain parked on the

Continued on page 20

No more Mr. Nice Guy

Full enforcement of speed limiter laws to begin July 1

By James Menzies

TORONTO, Ont. — Beginning July 1, truckers who don't have their speed limiter set at 105 km/h while travelling in Ontario can be fined \$250 or more. In Quebec,

the same law will carry fines of \$350 or more.

The Ontario Ministry of Transportation says it's ready to fully enforce the new law, and was on-hand at this year's Canadian Fleet Main-

tenance Seminars to offer some insight on how trucks will be inspected for compliance. The law has been on the books since January, but full enforcement doesn't kick

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A little truck making a big impact

See pg. 30



Inside This Issue...

- **Highway heaven:** Construction truckers in P.E.I. are busier than ever as the province pumps money into roads. Page 11
- **Then and now:** A look at how the truck stop has evolved over the years and some of the challenges truck stop operators are now facing. Page 27
- **CFMS Report:** We kick off our comprehensive coverage of the Canadian Fleet Maintenance Seminars with a recap of this year's Shop Talk session. Page 32
- **Thou shalt not kill:** Shunting trailers is easy compared to solving a murder mystery, Mark Dalton finds. Page 45

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Do LCVs make sense on Ontario's roads?

By the time you read this, you may have already seen the first of Ontario's long combination vehicles (LCVs) pattering down the 401. They'll be hard to miss.

Already there's been much debate about whether or not LCVs are viable on Ontario's congested roadways. Certainly there's cause for concern about the lack of rest areas along Ontario highways. You could also make a case Toronto-area passenger traffic is not capable of safely sharing the road with Twin-53s.

Driving alongside LCVs is pretty simple: they're slow and they're predictable. I have shared the roads with them many times while living in the prairies and never once encountered a problem. However, that was the prairies – driving in Toronto is altogether different. This hasn't been lost on the MTO. The permit conditions for LCV operation are exhaustive – more restrictive, in fact, than anywhere else they're allowed to operate. Participating carriers will have to be on their best behaviour if they want this program to succeed. If even one of these Twin-53s ends up on its side, cargo strewn across the 401, you can bet the program will never make it past the 'pilot' stage.

Despite the challenges in operat-

Editorial Comment

James Menzies



ing LCVs, the advantages of running them are simply too great to pass up.

Ian McCubbing, Edmonton terminal manager with Bison Transport, told delegates at the recent Canadian Fleet Maintenance Seminars (CFMS) that his company reduces greenhouse gas emissions by 32% and slashes costs by 40% compared to making the same deliveries using two five-axle tractor-trailers. In Bison's case, some of that savings is passed on to the skilled drivers who pilot these behemoths. LCV drivers with many fleets reportedly earn a 20-30% premium.

Before anyone gets wound up over the prospect of LCVs eliminating jobs and squeezing out professional drivers, let's consider that local drivers will still be required to pull singles to their final destinations. And let's also remember that when the economy picks back up, we'll once again be facing a shortage of qualified drivers and an aging

workforce. Where safety is concerned, studies suggest LCVs are safer than any other vehicle on the road, thanks to the restrictions placed on their operation coupled with the fact they're typically driven by the very best professional drivers.

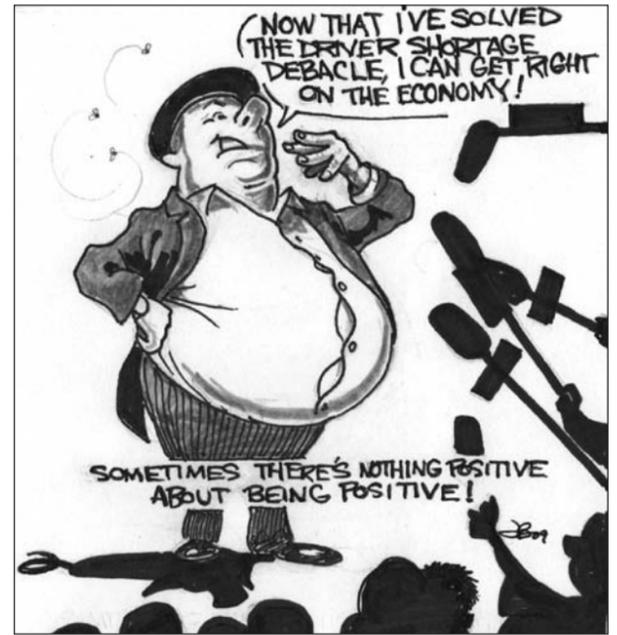
So what's not to like? Motivated drivers have the opportunity to work for an LCV-approved carrier, complete the training course, upgrade their licence and earn a 25-30% pay increase when pulling Twin-53s. Carriers have the opportunity to reduce their operating costs, better compensate their most highly-skilled drivers and deliver greater value to their customers.

But what about the added congestion motorists will have to contend with? One study cited by McCubbing has suggested removing LCVs from LCV-approved routes in Alberta would result in an 80% increase in five-axle truck traffic. If that's true, then perhaps LCVs can actually lessen road

congestion in Ontario.

Simple math shows that two trailers and a single tractor occupy less space than two tractors each pulling a 53-ft. trailer. The big unknown will be how the motoring public adapts to sharing the roads with LCVs. This may be the deciding factor in whether or not the Ontario pilot project succeeds. Unfortunately, it's also the one factor that's almost entirely out of the industry's control. □

– James Menzies can be reached by phone at (416) 510-6896 or by e-mail at jmenzies@trucknews.com.



Time to step up and show leadership

The news recently that the continent's largest trucking company, YRC Worldwide, would seek \$1 billion in government bailout money, certainly places the depth of the economic downturn and its impact on transportation in a new perspective. YRC is the first company amid the troubled transportation sector to seek such protection and it makes one wonder what else is to come. Trucking companies by last fall had lost up to 35% of their value, and many say it's now up to the 45% drop-off in valuations we experienced back in the recession of 1973 to 75, perhaps worse.

Think about it folks: your companies are worth only half of what they used to be.

Such realities bring to mind what our own research group has been quietly and routinely documenting over the past decade.

Viewpoint

Lou Smyrlis
Editorial Director



That we really can't begin to explain what's driving fleets today, or their current and future expectations of their employees, without focusing on change.

We simply can't get around the fact that the change we are going through in business right now is so fundamental, so all-encompassing, that it is changing almost everything.

Last month I was fortunate enough to be invited to address the annual Canadian Fleet Maintenance Seminars on the subject of change.

I told maintenance managers what I believe deep down in my heart: that the only way to survive through changing times is not to think about surviving but to focus on thriving; in other words to embrace change.

I told the maintenance managers in attendance that how well they came to understand the issues and pressures driving their companies and how quickly and well they responded to the challenges brought about by change would play a large role in the future success of their fleets.

I encouraged them to show leadership during these difficult times looking for ways to reduce costs, improve efficiencies, enhance safety and compliance.

And that's a message that I believe is good for all trucking company employees, drivers in particular. I can't tell you how many times I've had executives tell me that some of the best ideas to

boost efficiencies or reduce costs come straight from the people working on the front lines day in and day out.

This recession is forcing your companies into difficult decisions, such as cutting programs that have long been cherished by employees, taking a harder stance on pension contributions, cutting staff, expecting everyone to do more with less.

It's easy to be demoralized in such an environment. But throwing in the towel only makes things worse.

Instead, step up, take the initiative, look for ways to benefit your company, its clients and yourself. Leadership, particularly during difficult times, should not be restricted to the executive of the company. □

– Lou Smyrlis can be reached by phone at (416) 510-6881 or by e-mail at lou@TransportationMedia.ca.

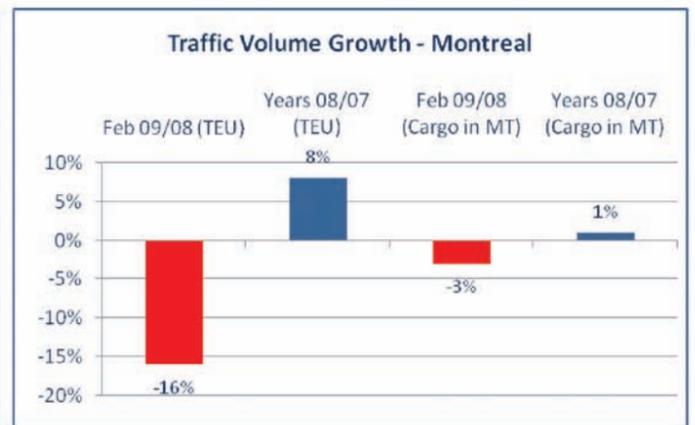
Did you know?

The "rail" realities about the drop in transborder freight

Rail acts as both a partner and a competitor for transborder freight as well as for freight intended for our ports to be shipped abroad. Almost half (47%) of the freight handled by the two Class 1 railroads is related to trade with the US while another 30% is of an international nature. However, Canadian exports were in decline in many sectors important to rail in 2008 led by a whopping 32% decline in the beleaguered automotive sector and significant declines in the forestry, chemicals and industrial goods sectors. The Canadian and US economies are



Source: Port of Metro Vancouver



Source: Port of Montreal

contracting considerably in 2009, so both export and import volumes will take another hit. According to the Railway Association of Canada (RAC) total shipment volumes are down 20% so far in 2009. Vancouver TEUs were down 22% in February year-over-year; Montreal TEUs were down 16% in

February year-over-year. Bulk cargo was also down in February year-over-year at both the Port of Vancouver and the Port of Montreal. In response to the freight recession, over 300 locomotives and 20,000 railcars have been taken out of service. The RAC expects rail freight prices to be in

decline this year but with capacity being taken out of the market the question is how much of rise in prices should shippers expect when the economy picks up and capacity tightens. □

CLASS 8 TRUCK SALES TRENDS

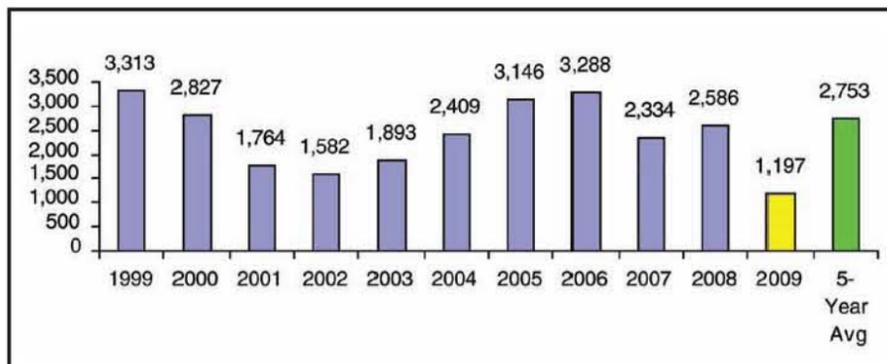
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The news is going from bad to worse on the Class 8 sales front. There were just 1,456 Class 8 trucks sold in Canada in March, the second lowest March sales tally for the decade. But April's sales of just 1,197 were even worse and marked the lowest April sales in a decade. It was also about 1,500 units off the five-year average. (It should be noted that five-year average includes the industry's peak years of 2004 to 2006.) Truck makers are very concerned the industry's excess capacity situation combined with the slumping economy will result in a significant drop in sales even from last year's lackluster performance and the first four months of 2009 are providing no reason to think otherwise.

Monthly Class 8 Sales - Apr 09

OEM	This Month	Last Year
Freightliner	222	433
Kenworth	135	447
Mack	101	167
International	343	770
Peterbilt	65	291
Sterling	94	199
Volvo	136	161
Western Star	101	118
TOTALS	1,197	2,586

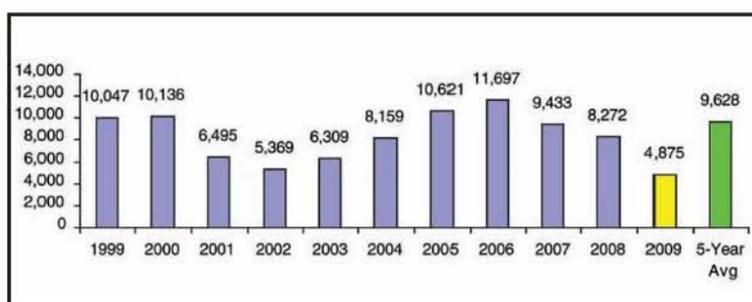
Historical Comparison - Apr 09 Sales



Class 8 Sales (YTD Apr 09) by Province and OEM

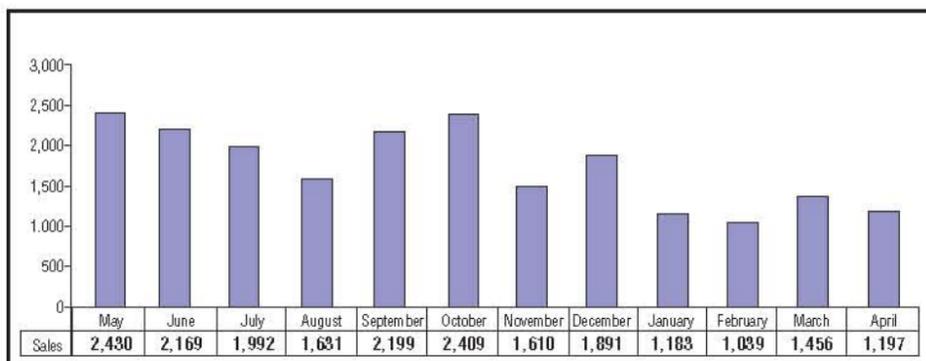
OEM	BC	ALTA	SASK	MAN	ONT	QUE	NB	NS	PEI	NF	CDA
Freightliner	63	124	59	61	430	231	74	40	0	0	1,082
Kenworth	51	147	35	22	89	96	12	11	0	0	463
Mack	17	40	36	27	205	50	16	8	0	0	399
International	44	226	30	50	604	353	51	34	10	11	1,413
Peterbilt	23	64	29	16	53	44	10	3	0	0	242
Sterling	60	55	6	4	118	132	16	4	0	2	397
Volvo	23	38	32	78	226	67	13	27	0	1	505
Western Star	44	122	20	17	58	62	24	26	0	1	374
TOTALS	325	816	247	275	1,783	1,035	216	153	10	15	4,875

Historical Comparison - YTD Apr

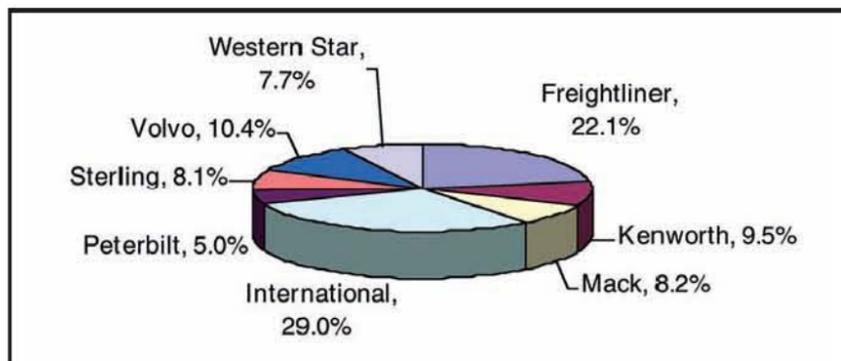


This year's truck sales definitely started off with a whimper. In fact, the first quarter of 2009 has proven to be the quietest first quarter in terms of sales of the past decade, coming in about 100 units below the 2002 total. Just three months into this financially challenging year and sales were more than 2,000 off last year's YTD pace, hardly a banner year in itself, about 3,000 off the five-year YTD average and about 5,000 off the banner year of 2006. And things are looking no better for the start of the fourth quarter with April rolling in very anemic numbers. With just 4,875 Class 8 trucks sold year-to-date, 2009 is ranking as the worst sales year of the past decade by a considerable margin.

12 - Month Sales Trends



Market Share Class 8 YTD

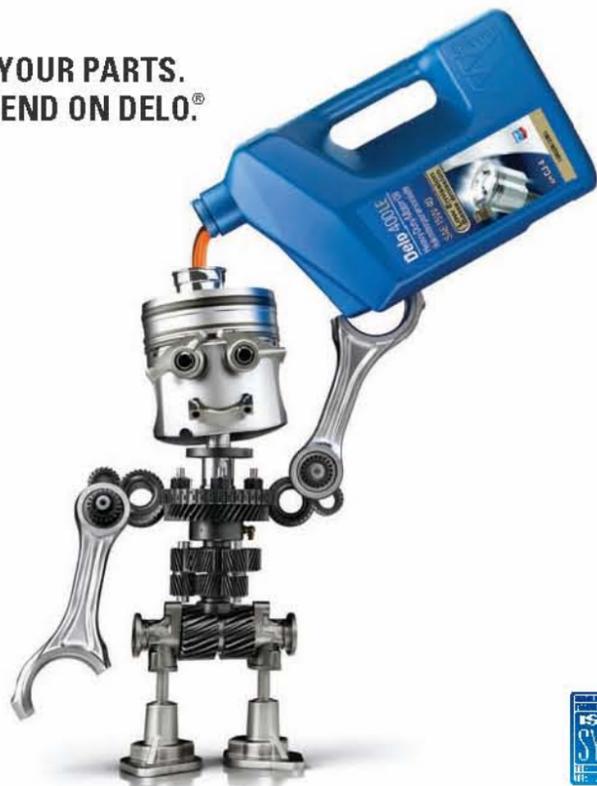


The year started off as predicted with a definite whimper. Sales were meagre for January and February and, although they picked up in March, they were still far behind industry norms and April was nothing to get excited about. Looking back over the past 12-month period and also looking ahead to the second quarter, it is difficult to feel any confidence for a surge in sales in coming months. Last year was far from a banner year, but April, May and June did record Class 8 truck sales above the 2,000 mark for each of the three months as did September and October.

Source: Canadian Motor Vehicle Manufacturers Association

International is taking advantage of the downturn to further expand its market share lead. After the first four months of 2009, it controls almost 30% of Class 8 sales in the Canadian market. Freightliner, a former front runner for many years, is at 22% of total sales. Strong performers Kenworth and Peterbilt continue to fall back considerably so far this year compared to previous years. In fact, Peterbilt is down to just over 5% of the market and Kenworth's share is now under 10%. Volvo is the only truck manufacturer other than Freightliner and International with more than a 10% share of the market.

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In Brief

Trucknews.com named Top 5 business site for fourth year

TORONTO, Ont. – Trucknews.com was named among Canada's top five best business Web sites at a ceremony in Toronto June 1.

It was the fourth year in a row for the site to receive top-five status at the prestigious Kenneth R. Wilson Memorial Awards, held at the Metro Toronto Convention Centre.

Trucknews.com's sister Web site, ctl.ca, home to *Canadian Transportation and Logistics*, also shared top five honours in the Best Website category.

Also cracking the top five was James Menzies' *Truck News* and *Truck West* article, Here to Stay, in the Best Resource/Infrastructure category. Menzies' story took a look at positive future that North American roadways filled with hybrid trucks could provide.

Taking home the Gold Award in that same category was a two-part series featured in *Canadian Transportation and Logistics*. Managing

editor Adam Ledlow's *Atlantica: Slow and steady or flat-out stalled?* and *Atlantica: Gateway to Success* gave an overview of the *Atlantica* concept as well as current and future plans for business expansion and growth in the region.

Motortruck Fleet Executive, another sister publication of *Truck News*, received a second place nod in the Best Cover category as well.

CT&L and *Motortruck* were the only two transportation magazines to receive gold or silver honours during the 2009 awards show.

Hosting the event was comedian Simon Cotter, and George Stroumbouloupoulos, host of the popular CBC late night talk show, *The Hour*, also made an appearance to dole out a few awards.

The KRW awards celebrate excellence in writing and graphic design in Canada's specialized business, professional and farm publications. □

Passports now required at US border crossings

WASHINGTON, D.C. – US Customs and Border Protection (CBP) now requires Canadians to carry a passport or an approved alternative if they plan to cross into the US by land. Since the June 1 implementation, no major back-ups have materialized, but border guards have reportedly been showing some leniency. FAST cards and enhanced drivers licences (when and where available) will suffice under the Western Hemisphere Travel Initiative (WHTI). However, a conventional driver's licence and birth certificate are no longer be enough to get you across the border, the agency warns.

"Obtaining a WHTI-approved document and complying with the law will help make our borders more secure," said CBP acting commissioner Jayson P. Ahern. For more details, visit www.getyouhome.gov. □

Earl Hardy Trucking Big Rig Nationals drawing near

GRAND BEND, Ont. – Organizers of the Earl Hardy Trucking Big Rig Nationals are in the process of finalizing details for an expanded two-day celebration of chrome and speed. This year's show moves to July 10-11 from its previous one-day slot in September. The location remains the 300-acre grounds at Grand Bend Motorplex in Grand Bend, Ont.

This year's show'n'shine will feature additional classes (bringing the total to 24), according to organizers. There'll also be a Wash & Park section for owners that want to take part in the show, but don't have the time to spend washing and polishing their rig for the show'n'shine competition.

The show will also feature a trade show, with displays available in three sizes. There will be a section dedicated to recruiting, according to organizers.

The highlight of the show will remain the drag racing, which takes place on a quarter-mile strip. Time trials measure the speed of all trucks and then slower vehicles are given an appropriate "head start" during the actual racing. For more details, visit www.gbmbigrigs.com or call 519-238-7223, ext. 24. □

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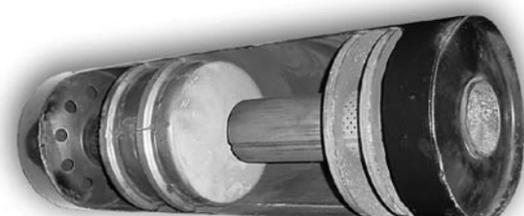
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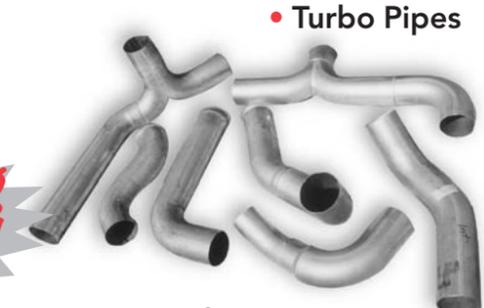
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US freight recession bottoming out: FTR Associates

By James Menzies
NASHVILLE, Ind. – The current recession is U-shaped – not V-shaped – and we’re now bouncing along the bottom of that U, according to the latest *Current Freight Outlook* Webinar hosted by transportation industry forecaster FTR Associates.

The good news is we’ve found the bottom. The bad news is that there won’t be a rapid rise from the ashes, according to Noel Perry, founder and principal of Transportation Fundamentals.

Key economic indicators have stabilized, Perry pointed out, adding that FTR Associates expects to see positive GDP growth beginning next quarter and into 2010. However, he noted modest GDP growth doesn’t necessarily translate to an improvement in freight conditions.

“We don’t get back to a 1% growth in freight until the economy approaches 3% growth,” he noted.

Perry predicted freight volumes would stabilize over the summer and trucking companies will be able to regroup and focus on returning to profitability. Yet he warned there is still an overcapacity situation plaguing the industry and carrier bankruptcies will continue to occur. Equipment utilization is below 1982 levels, noted Perry, adding nearly half of US truck fleets currently have operating ratios of greater than 100.

“On average, this is a terrible time for profitability,” Perry said.

Just how bad has the recession been? Perry said it’s comparable to the 1982 recession but a far cry from the Great Depression.

The current US recession officially lasted about four quarters and saw GDP drop about 4% in that time. By contrast, GDP dropped 25% during the Depression, which stretched across 14 quarters.

“This ain’t nothing like the Depression,” said Perry. “Don’t complain to your grandparents about how bad your business is now, what they survived was much worse.”

Despite all that, the transportation industry bore the brunt of the current recession. Trucking began feeling the impact of the economic meltdown long before it was officially termed a recession. Perry said the first phase of the economic cycle was the “slowdown” which

began near the end of 2005 with economic growth slowing to less than 3%.

“When the economy is growing at less than 3%, those of us in the transportation business don’t grow at all,” Perry explained. “So our recession really starts when the slowdown in the economy starts.”

Exacerbating the problem was an equipment “overbuy” that took place in 2006, inflating capacity.

When the recession hit in earnest this past summer, the trucking industry was already coping with “cumulative stresses” of the three year long freight recession.

So for all intents and purposes, the recession lasted 16 or 17 quarters for the transportation industry, Perry explained, “not just the four quarters that the people from

Washington are talking about.”

The current recession facing the trucking industry is now the longest on record – about one quarter longer than the 1982 recession, said Perry. It dwarfed the recessions of 1991 and 2001, and Perry said we must re-evaluate how we manage through recessions.

“If you think about it, the management techniques we developed over the last 20 years to survive a recession are obsolete, they’re just not strong enough,” he noted.

FTR Associates was reluctant to speculate on what the recovery would look like, preferring to use its most recent Webinar to establish the fact the US trucking recession has in fact bottomed out. The economy could “bounce around” on the bottom for as many as two to six quarters, Perry warned. □

US truck tonnage continues fall in April

ARLINGTON, Va. – Truck tonnage in the US dropped 2.2% in April, after plummeting 4.5% in March and giving back early gains.

April’s American Trucking Associations (ATA) seasonally-adjusted for-hire truck tonnage index reached its lowest level since November, 2001. Tonnage was 13.2% lower than in April, 2008, the ATA reported, marking the worst year-over-year decrease of the current cycle and the biggest drop in 13 years.

In March, tonnage was 12.2% lower than a year before. ATA chief economist Bob Costello blamed it on the recession as well as an ongoing inventory correction underway in the supply chain.

“While most key economic indicators are decreasing at a slower rate, the year-over-year contractions in truck tonnage accelerated because businesses are right-sizing their inventories, which means fewer truck shipments,” Costello said. “The absolute dollar value of inventories has fallen, but sales have decreased as much or more, which means that inventories are still too high for the current level of sales. Until this correction is complete, freight will be tough for motor carriers.” □

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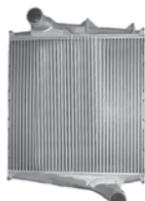
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East

NSTSA celebrates 10th anniversary

By Adam Ledlow

DARTMOUTH, N.S. – The Nova Scotia Trucking Safety Association (NSTSA) celebrated 10 years promoting safety excellence in the trucking industry at the group’s annual general meeting this spring. The event, held at the Holiday Inn in Dartmouth, was attended by the NSTSA board of directors, resource members, the association’s membership, partners and invited guests.

Linda Corkum, executive director of the NSTSA, said the event was a chance to reflect on the group’s accomplishments over the past decade.

“Our safety programs are industry-specific and are kept up to date as the changes in legislation and regulations are made. Companies outside our membership, outside our province and outside our country are hearing about our programs and want to learn more about them,” Corkum told *Truck News*.

“Each year we see an increase in our membership’s participation in our safety programs. We have become a central resource centre to our members when seeking information relating to safety. The safety audits we conduct now compared to years ago clearly demonstrate that those who participate have ensured safety is a priority in their workplace. Fewer and fewer weaknesses are identified in the safety audits we conduct of firms who have had previous safety audits.”

In addition to these successes, the

NSTSA kicked off 2009 by achieving ISO9001:2008 certification for its safety programs.

“This is a huge accomplishment for us as a trucking industry association,” said Corkum. In January, they were also recognized by the Workers’ Compensation Board of Nova Scotia as one of the six approved providers of the Certificate of Recognition program.

Corkum said that much of the success of the NSTSA is due to the partnerships it has developed with its members, other associations, private businesses and government departments.

“We are all striving for a common goal, which is to ensure everyone who goes to work at the start of their shift comes home at the end of their shift to their family and friends,” she said.

And where does Corkum see the NSTSA by the time of its 20th anniversary?

“In 10 years time, every company in our industry and every company we do business with will have an effective safety management system in place which will be demonstrated through the Certificate of Recognition program. This will be the standard,” she said.

“By listening to our members, encouraging partnerships and building on what we have already established, we will see that the trucking industry in Nova Scotia is the safest in the country. We will have the best

Continued on page 10

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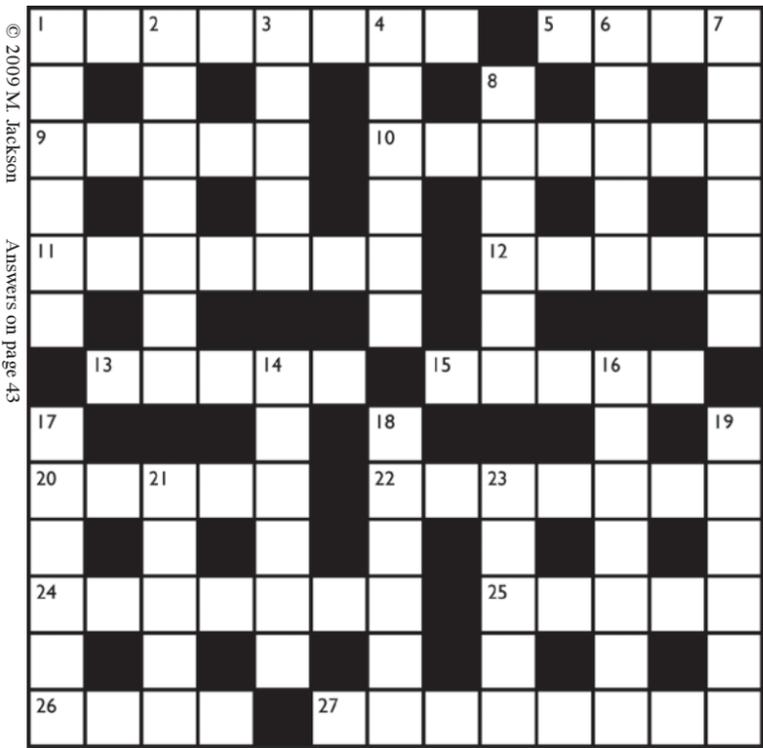
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13. Saskatoon-based carrier
15. OPEC-oil description
20. Burned fuel pointlessly
22. Aerodynamic International tractor
24. Cargo-packing and protection material
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26. Flower celebrated on Alberta plates
27. O/O component

Down

1. Robin's chauffeur, in a way
2. Medium-duty Sterling model
3. Sleepers, in other words
4. Really wrecks a rig
6. International LoneStar's styling
7. Enters highway-traffic flow
8. Accelerator
14. Medium-duty Chevrolet model
16. Motor City
17. Word following load or chain
18. Ongoing truck maintenance
19. Rural-road repair rig
21. Hwy 401's designated divisions
23. Second O in used-truck-ads OBO

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(2) 2007 UTILITY 53' x 102" DRY FREIGHT VANS



Pre Painted black side panels, stainless radius corners, front panels and diamond pattern rear doors, front and rear vents, aluminum roof, logistic posts, Hendrickson air ride suspension, aluminum wheels, **EXTRA CLEAN.**

"EAST" ALL ALUMINUM FLAT DECK



10' spread on Neway air ride suspension, aluminum wheels, 24 pairs chain tie downs, 12 winches and straps in sliding track, 4' aluminum headboard, aluminum storage box. **Great Shape.**

(2) 2007 UTILITY 53' x 102" REEFERS



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(5) "New" 53' TRIDEM UTILITY REEFER VANS



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10' spread on Neway air ride suspension, aluminum wheels, 24 pair of recessed chain tie downs, 12 winches & straps in sliding track, aluminum storage box, exceptionally clean unit.



NSTSA presents Safety Excellence Awards

Continued from page 8 industry managed loss control program."

The NSTSA 10th anniversary celebration was also a chance to recognize safety champions in the industry through its second annual Safety

Excellence Awards. The 2009 Safety Excellence Award recipients were as follows:
10 Year – Resource Recognition Award: Matt Tingley, HRSDC, Labour Program;
10 Year – Safety Pioneer Award:

Garry Alderdice, Aldercomp Health & Safety Associates;
Progress Achievement Award: Atlantic Tiltload Limited of Dartmouth, N.S.;
Occupational Health and Safety Committee: Premiere Van Lines of Dartmouth, N.S. (OHS committee members include David Chaisson,

Greg Fillier, Neil West, Reg Harris, and Clint Giffin);
Large Company: Hillman's Transfer Limited of Sydney, N.S.;
Small Company: Donald Whynot Trucking Ltd. of Danesville, N.S.;
Partner Recognition: CBI-Health Group (Scott Bower, Joe Shanahan, and Mark Williams). □



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Recession? Business is booming for P.E.I. construction truckers as province rolls out biggest contract season ever.

By Carroll McCormick
CHARLOTTETOWN, P.E.I. – With a \$48-million road construction capital budget already in hand, and word of even more money to come, Prince Edward Island’s aggregate haulers couldn’t be happier, or more relieved.

“Two-thousand-and-nine should be busy. We expect a longer season and a lot of jobs to be posted,” says Donnie Corrigan, executive director, PEI Truckers Association (PEITA).

Part of his job is to take calls every afternoon from five district checkers about the work taking place the following day.

He posts the jobs on PEITA’s job line and members call in after eight o’clock to see what open hauls are available.

“In 2006 there were about 12-14 jobs on the job line every night and that held up for three months. In 2008 there were the same number of jobs posted every night but the pace only held up for one month,” Corrigan says.

This year though, Transpor-

tation and Public Works started putting jobs out for tender in February instead of May, getting the season off to an earlier start. And with a budget to work with like none other in the department’s history, truckers will be tapping their toes.

In fact, where last year some independents dropped out of the game, this year others have taken the plunge and purchased trucks. “This year I have gotten several calls from guys starting up,” Corrigan says.

Last year was a stinker, even though the road works budgets had crept up from \$25 million in 2006/2007 to \$30 million in 2007/2008 and \$31.6 million in 2008/2009. It didn’t help that there was a record 27 days of rain last August, and record rainfall for the year, according to Corrigan, but the last nail in the coffin was the cost of fuel.

“In July, 2008 diesel cost \$1.55/litre. On May 15, 2009 it was 85.5 cents/litre,” Corrigan says. “We had major issues last year in

the trucking industry. After a 20-kilometre haul with a tandem truck, you started losing money. It just didn’t pay you to haul high kilometres. There were a lot of hauls; for example, one 52-kilometre haul, that didn’t pay. But this year I am sure that the guys would go for it.”

The fuel surcharge structure was also frustrating.

It kicks in at \$1.10/litre and rises in 10-cent increments, meaning that truckers eat a lot of cost between the dimes.

Sky-high oil prices also put Transportation and Public Works off its feed.

For example, Corrigan says, “Work on Route 2 has been ongoing for three years, and a big project in Hunter River was cancelled last year. This was a major project that some of the guys relied on. It got put off in part due to environmental issues, but at the end of it, I feel that fuel was the deciding factor. A lot of issues were brought on last year from the cost of fuel.”

The Hunter River project was revived this May.

“A big hill has to come out and there will be a lot of trucking,” Corrigan says.

He attributes a lot of this year’s heavy action to Minister of Transportation and Public Works Ron MacKinley.

“He wants to pave as many roads as possible. He is a farmer and he knows trucking. He drives all the roads and he’ll say, ‘this road needs paving and that road

needs paving’.”

MacKinley is hard-pressed to disagree.

“PEI is built on a sandbar and we are always having problems with the roads. We are doing major recap work. I say go over the existing roads and recap.”

Recapping is a lot cheaper than waiting til the roads fall apart and need rebuilding, according to MacKinley. He also says that by opening up the competition for hauling asphalt to more truckers, his department can lay 60% more asphalt a day.

“I saw inefficiencies. This is one of the reasons why the province is giving me more money. I put a new face on the highway here. People are proud to work and truckers are proud to haul,” MacKinley explains.

A farmer by trade, MacKinley applies a work ethic taught to him by the caprice of weather.

“What I have done is to get the people to supply the asphalt 10 days earlier, instead of finishing up later in the fall. I think as a farmer: Get going early. If it is raining today it will likely be sunny tomorrow. But not in the fall.”

As a licensed trucker he understands truckers’ needs and talks their language.

“Truckers are very important to the livelihood of our roads. They invited me to the PEITA annual general meeting this February. We discussed technical questions. I said I would not increase rates but that I would increase the amount of work.” □

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Quebec

Petro-T comes to Kahnawake

South Shore cardlock under construction

By Carroll McCormick

MONTREAL, Que. – Dust whipped up by rude gusts of wind sandblast the non-stop traffic on Highway 132 just inside the Kahnawake Indian Reserve. A tanned worker chains a fat girder to a front end loader. Two others wield shovels. They are working against the clock to meet a June 24 target to have diesel and gas flowing at a new facility just a few kilometres from the Mercier Bridge, which connects the South Shore region to the Island of Montreal.

Located on the easternmost edge of the Reserve and kitty-corner across from the St.-Constant Industrial Park, the six-acre development includes far more than just a commercial cardlock.

By this fall several businesses in the glass-fronted building will be open for business: a sit-down restaurant; a 24/7 drive-through fast food operation; depanneur (Standard Quebec English for corner store) and a 20-room motel.

This project has been a long struggle for Jean-Claude Duclos, associate partner with Goodleaf Duclos & Associates, who has been pushing it along for over three years. Duclos found that negative experiences with gas stations on other reserves in Canada had made gas companies skittish about setting up a cardlock in

Kahnawake; he courted Petro-Canada, Suncor and Esso, without initial success.

Duclos finally signed up Drummondville-based Petro-T, which runs gas stations and truck stops in Quebec.

“Petro-T is the guarantee of quality gas,” Duclos says.

He also spent a lot of extra money tying into the Reserve’s water and sewer lines, which stopped well short of the site.

Duclos takes pains to explain that his project is being developed to the highest North American standards.

“We went for the top people in each discipline with pertinent experience in gas stations, hospitality and depanneurs, from the building architect to the interior designer, four engineering firms contributed to the project. It has to be of unquestionable quality from every angle. We will have the most comfortable and advanced cardlock within 60 kilometres. Every detail has been planned out and scrutinized and we are very proud of this project,” he said.

The project should not have been such a struggle to launch. After all, Highway 132 is clogged with vehicles: over 35,000 cars and 4,400 thirsty trucks rumble past the site every day. Add to that umpteen trucks that will eventually by-pass Montreal on the A-30



COMING SOON: An artist’s rendering of a new South Shore cardlock that will provide commercial truckers with a much-needed source of fuel.

ring road. Scheduled for completion in 2012, it will pass within roughly a kilometre of the cardlock.

There will be 60-64 parking spaces reserved for trucks, including long slots for B-Trains.

“All of the areas where the trucks manoeuvre will be concrete and heated,” Duclos says.

He was a bit unsure whether a 40-metre Train Routier (long combination vehicle) could make the turn off the road and line up for fueling but says it will likely be worked out.

There will be six cardlock positions and six retail pump positions. Three 65,000-litre fuel tanks will include 130,000 litres of diesel.

Petro-T, which owns cardlocks elsewhere, plus a fuel farm in Montreal, has its own credit sys-

tem and will also take all major cards.

Access to the facility will be controlled. Duclos explains that the entrance is designed so there will be no cross traffic between cars and trucks. The sole exit is at a traffic light. Three sides of the site are bordered by woods. Security promises to be good: Cameras mounted on the lamp posts in the parking lot will allow a security guard inside the building to monitor the rigs. Each lamp post will also be outfitted with an electric plug-in, allowing 30 trucks to jack in at a time.

Duclos was not ready to go on record with the name of the fast food chain he is negotiating with, but suffice to say that the company in his crosshairs represents a highly-recognizable brand. Next to it will be a depanneur. Visitors

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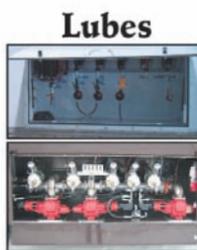


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who prefer a sit-down meal will be able to choose between tables or booths outfitted with phones so they can do a little business while their meals are being prepared. Staff will wear uniforms and be bilingual.

A private truckers' area will

have separate women's and men's lounges, showers and toilets, televisions, phones and Internet – probably Wi-Fi.

On the second floor will be the 20 air-conditioned rooms. A second floor meeting room, with catered food available from the

restaurant, will be available for groups.

A back-up generator will provide up to two days' of back-up electricity to run the pumps, lighting, ground floor and diminished lighting in the rooms.

Although the exact details will

only come out once the facility is in operation, the corporate cardlock accounts will have very competitive rates, according to Duclos. Since the cardlock is on a Reservation, retail shopping, hotel and depanneur will offer a tax advantage. □

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Ontario

Compliance with speed limiter law improving, MTO officer says

Continued from page 1

in til July 1. MTO inspector Travis McMunn was performing demonstrations at the outside truck display. All that's required is a laptop computer with a wireless plug-in device that's inserted into a slot underneath the truck's dash. It accesses and displays on the computer a few lines of information, most importantly

the speed limiter setting.

The device doesn't have the ability to read additional information such as historical data or alter any settings, McMunn explained as he demonstrated an inspection. Within seconds of plugging in the device, the laptop computer displays the speed limiter's parameters – or whether it's inactive.

McMunn says he typically starts the program on his laptop in the morning, minimizes it and then lets it run all day so it takes little time to inspect a vehicle for compliance. It only takes a few seconds to plug into the truck's engine and view the speed limiter settings. McMunn said the tool enforcement officers have been supplied with work with all the various engine makes.

Because it takes so little time to view a truck's speed limiter setting, McMunn said it's likely officers will check every truck they inspect – but that'll be up to their own discretion.

He said compliance was initially very low at the beginning of the educational period earlier this year, but there's been a noticeable increase in compliance as word has spread. Truckers who are not in compliance will receive a fine, but they will not be placed out of service and their carrier's CVOR will not be affected.

There's a provision in the law that allows police officers to assume a truck does not have its speed limiter activated if it's caught travelling faster than 115 km/h.

The topic of speed limiters came up during the CFMS Shop Talk session and it appears the issue is still as divisive as always. One attendee said he felt better police enforcement of existing speed laws was the way to go, but another delegate piped up and declared Bill 41 the "best piece of legislation" ever introduced in Ontario. □

Who needs a speed limiter?

Speed limiter requirements will apply to vehicles that were manufactured in 1995 or newer with a manufacturer's GVW rating of 11,794 kgs (26,000 lbs) or more. Only commercial motor vehicles with an electronically controlled engine are subject to these regulatory requirements.

The speed limiting system of these commercial motor vehicles shall be properly set to no more than 105 km/h or 65 mph. Buses, mobile cranes, mobile homes, ambulances, cardiac arrest emergency vehicles and fire apparatuses will be exempt from the regulation. □

– Source: Ontario Ministry of Transportation



TOPS IN SHOP: Ben Vandespyker's daughter Lisa accepts the Maintenance Manager of the Year trophy on his behalf at CFMS.

Vandespyker named Volvo Maintenance Mgr. of the Year

TORONTO, Ont. – The 46th Canadian Fleet Maintenance Seminars (CFMS) wrapped up May 28 with a luncheon and award ceremony sponsored by Volvo Canada. Volvo announced its 2009 Canadian Fleet Maintenance Manager is Ben Vandespyker of Active Transport.

To qualify for the award, the nominee's fleet must be located in Canada, must own and operate a minimum of 25 Class 8 vehicles, and must perform a minimum 80% of repairs and maintenance at the fleet's facilities.

The nominee must be a Canadian resident with a minimum of five years' fleet maintenance experience, three of which must be as a full-time maintenance manager, superintendent, or director. They must also be currently responsible for complete fleet maintenance and repair activity.

Vandespyker, a long-time member of the Automotive Transportation Service Superintendents' Association, has been in fleet maintenance for over 50 years, and currently oversees a fleet of 175 tractors and over 400 trailers across three maintenance facilities at Active Transport.

He is described as a "caring, generous, reliable, fair mediator with a good ability to listen," said Don Coldwell, district service manager with Volvo Trucks Canada, who presented the award. Vandespyker, a father of two children, was called out of the country unexpectedly at the time of the award ceremony. His daughter Lisa accepted the award on his behalf. Next month's issue of *Truck News* will contain a feature on Vandespyker and a look at some of his best practices. □

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Ontario



BEST CHROME: The inaugural Road Today Truck Show, held at the Powerade Centre in Brampton May 30-31 included a show'n'shine. Vic Pannu's Spiderman-inspired tractor won the Best Chrome category. *Photo by James Menzies*

Road Today Truck Show dubbed a success

BRAMPTON, Ont. – The inaugural Road Today Truck Show was held at the Powerade Centre in Brampton May 30-31 with a theme of: "Inform, Educate and Entertain."

Show organizers say more than 8,000 people visited the show, which included: a trade show; show'n'shine; job fair; pit crew challenge; children's play area; and a smorgasbord of South Asian food.

The show'n'shine winners were: Sukhwinder Atwal (Best Light Show); Vic Pannu (Best Chrome – truck pictured); Dan Prentice (Best Truck in Show); Harjeet Singh (Best Interior); Avtar Chauhan (Best Dump Truck); and John Composeo (Best Owner/Operator Truck).

The Pit Crew Challenge was won by JBH Truck Centre. Harnek Kang of Ontario Best Carrier won the Owner/Operator award and Derek Hambly of Western Toronto International won Technician of the Year honours. Sandeep Singh Sidhu won the grand prize of two plane tickets to India. Visitors to the show were entertained by local dancers and musicians, highlighted by a performance by Gill Hardeep.

Photos can be found at www.roadtodaytruckshow.com. □

Glasvan Great Dane launches scholarships

MISSISSAUGA, Ont. – Glasvan Great Dane has launched two new scholarships as part of the Ontario Trucking Association Education Foundation. The annual scholarships, worth up to \$800 each, will be available to students pursuing a career as truck-trailer service technicians, the company announced.

"We are really excited about these new scholarship opportunities," said George Cobham, president of Glasvan Great Dane. "For years, we have been concerned about the low number of students entering apprenticeship programs to become truck-trailer technicians. We hope that these scholarship opportunities will encourage a few more young people to take a closer look at this great career opportunity." Applications can be found at: www.ontruck.org/education/foundation.php. □

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Ontario

Trucking for Wishes garners award

LONDON, Ont. – NAL Insurance has received a 'Make it Real' award from Yellow Pages for its formation of the Trucking for Wishes charity.

Only 10 companies received the award. A charitable donation will be

made to Trucking for Wishes as part of the award. So far, NAL Insurance's Trucking for Wishes program, backed by support from the transportation industry, has raised more than \$75,000 for Make-a-Wish

since its formation in 2007.

"We are honoured to be selected as one of the 2009 Make It Real Program award recipients," says Aaron Lindsay, fleet service manager, NAL Insurance. "We have truly made the Trucking for Wishes program a part of our business culture.

Our success would not be possible without the volunteer efforts of our wonder staff."

The Make it Read program is designed to recognize small companies with fewer than 50 employees, that have shown an "exceptional degree of social responsibility." □

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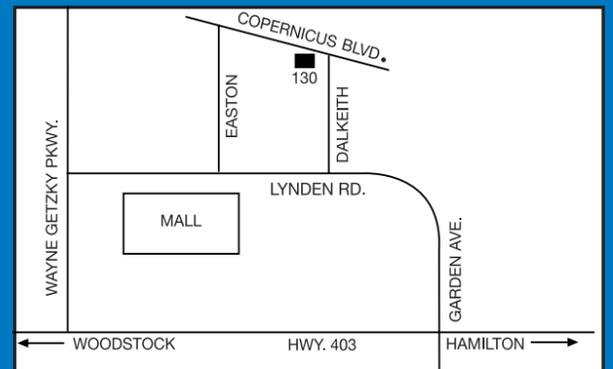
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MILES AHEAD

Ontario

Proper spec'ing, driver training the key to successfully running LCVs: McCubbing

Continued from page 1

highway until it re-opens, Madill explained.

While Ontario won't allow LCVs to operate during the three winter months, there's still a risk of encountering poor weather and dangerous road conditions. Madill said carriers must be careful not to dispatch LCVs if there's bad weather in the forecast.

If a truck does come across unexpected bad weather such as high, gusting winds, the driver should "cautiously proceed to the next emergency area and hold there until conditions improve," said Madill.

Drivers will undergo rigorous training before they're turned loose with two 53-footers in tow, according to Madill. The training course is still being developed by the Canadian Trucking Alliance (CTA), and will include: pre-qualification testing on subjects such as pre-trip in-



TRAIN AND MAINTAIN: Driver training and proper spec'ing and maintenance are keys to a successful LCV program.

spections and hours-of-service; a full-day, in-class training session; yard training on component assembly and disassembly; and at least

1,000 kilometres of on-road training with a qualified instructor.

To qualify, drivers will need five years' experience operating trac-

tor-trailers and they'll have to maintain a "relatively clean" driver's abstract and undergo annual recertification. They'll also have to be recertified if they switch carriers, according to Madill.

Two types of LCVs are approved for use in Ontario: A-Trains and B-Trains. A-Trains use a tandem axle converter dolly to connect the two trailers while B-Trains use a tridem lead trailer with a fifth wheel extension. The B-Trains require slightly more room to maneuver, since they only have one articulation point whereas A-Trains have two. In all cases, the heavier trailer must be the lead trailer.

As for the tractor, it will require: an engine with at least 425 horses; front wheels capable of a 40-degree wheel cut; an air compressor with 16.5 cubic ft./minute capacity; and an air dryer capable of keeping the entire air system free of moisture. The trucks will be limited to 90 km/h – and non-compliance with that or any other condition could be costly. Fines for breaking even the most minor permit requirements will range from \$200 to \$20,000, said Madill.

"We will be looking to suspend or revoke permits if you're taking short-cuts," he warned.

Participating carriers will be required to provide proof of compliance with all the permit conditions upon MTO's request.

More details on the equipment requirements for LCVs are available at www.mto.gov.on.ca.

It may seem like an onerous compliance burden, but the benefits are worth the effort according to Ian McCubbing, Edmonton terminal manager with Bison Transport, which has been running LCVs for nearly six years out west and racks up 1.3 million miles per month with its turnpike doubles.

McCubbing estimated Bison reduces its greenhouse gas emissions 32% by using LCVs when compared to two traditional five-axle configurations. Bison averages 5.4 mpg on its turnpike double fleet compared to 6.8 mpg over the rest of its long-haul fleet. Citing a study by Woodroffe and Associates, McCubbing said removing LCVs from dedicated LCV routes in Alberta would result in an 80% increase in five-axle truck traffic. Overall, using LCVs provides about a 40% cost savings for Bison, McCubbing explained. However, he admitted there

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are challenges in running LCVs.

“The same operating conditions that make turnpikes safe can also cause some of the biggest challenges,” he noted.

For one, there’s a lack of harmonization among neighbouring provinces. Making a long weekend delivery on the Prairies is no easy feat, for instance, since Alberta, Saskatchewan and Manitoba all have different long weekend restrictions.

On the maintenance side, Bison has had many electrical problems on its LCV equipment.

“We have a system with as many as three light cords and the corresponding connections,” explained McCubbing. The wiring on the rear trailer and convertor dolly is constantly exposed to road grime and spray, leading to electrical problems. (In Ontario, this shouldn’t be as worrisome since LCVs aren’t permitted to operate in the winter).

Most trailer damage occurs in yards, where space is limited, according to McCubbing.

“Drivers without experience are usually trying to turn too tight or they have not taken the time to ensure all air lines and electrical connections have been properly secured,” he said. Bison has also struggled with tire life on its converter dollies, since regulations require the converter to have operational brakes even when there isn’t a second trailer attached. This causes the converter wheels to lock up, shortening tire life by as much as 20%.

“We haven’t been able to find an anti-lock braking system that is 100% effective when you are pulling an empty converter behind a fully-loaded A-box (lead trailer),” said McCubbing. “There always tends to be a slight amount of lock-up and the tire wear that goes along with any lock-up situation.”

The air system also takes a beating in LCV applications, thanks to the exposure of hoses and valves to road grime and spray. McCubbing said Bison equips drivers with a spray lube, which has proven to extend air valve life.

Proper driver training is essential to extending LCV equipment life, McCubbing explained. Drivers should be given ample time to complete pre-trip inspections and must look for potential problems such as bent pintle eyes at connection points. During hook-up, inattentive drivers can easily break pintle eyes, pinch air lines and bend dolly legs, warned McCubbing. Something as simple as forgetting to release the dolly brakes before backing up a few inches can cause considerable damage to the dolly assembly.

Despite the burdensome restrictions and inevitability of equipment damage, McCubbing said “LCVs are the single most cost-efficient mode of road transportation. Every carrier should be interested in making this pilot a success as it will add benefit and profit to a well-run operation – well-run being the key.”

In closing, he urged participating carriers to focus on preventive maintenance and to be diligent in training drivers and mechanics. “Pre-trips, post-trips and routine inspections will avoid disaster,” he said. “Spec’ for the jurisdiction you will operate in and pay attention to the small things.” □

Second annual Memorial Highway ceremony in the works

By James Menzies
STIRLING, Ont. – For the second year in a row, Wendy Morgan-McBride is planning a Memorial Highway ceremony at the Stirling Truck Show.

Morgan-McBride developed the idea when struggling to find a way to honour her father, a professional truck driver who passed away six years ago.

One of his greatest struggles during a life on the road was finding out about the passing of friends and families while on the road and being unable to attend funeral arrangements. This frequent problem left him feeling unable to find closure, Morgan-McBride said in an interview with *Truck News*.

“A lot of times my Dad was out on the road and he would miss certain things, deaths being one of those, and he didn’t get to say good-

bye because they passed away while he was away,” she recalled. “This is a chance to say a final good-bye, which they may not have gotten to do.”

The ceremony, which will be held at 8 p.m. on Saturday, June 20 is an opportunity for anyone connected to the trucking industry to light a special luminary bag candle and remember their loved ones.

Driver Paul Havery will read a poem called *When God Made Truckers*. Stan Fergusson of Fergusson Fuels will say a prayer and then a couple of songs will be performed.

Then, candles will be lit to form a ‘Memorial Highway,’ according

to Morgan-McBride.

She’ll be selling luminary bags for \$6 at the Stirling Truck Show and using the proceeds to help truckers in need, she said. Last year marked the first Memorial Highway ceremony, and Morgan-McBride said it was well-received.

“It makes me proud when I hear that a trucker or family member attended the ceremony and openly admit that it brought them to tears,” she said. “It’s like saying I did well and I’m on the right track. By honouring truckers and their loved ones, I feel I am doing so in a respectful and appropriate way.”

Luminary bags can be pre-ordered by calling Morgan-McBride at 613-394-2741.

They can also be purchased at the show. The event organizers will have a booth on the fair-ground section of the show. □



Morgan-McBride



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Tax Talk

A blueprint for building your HRTC claim

Normally, this column is about how to build your trucking business. This time, I want to talk about your home. By now you've probably seen commercials from every retailer remotely connected to home improvements encouraging you to spend your money because of the Home Renovation Tax Credit (HRTC). The credit, a maximum of \$1,350, is available only for the 2009 tax year – a one-time deal – and applies to eligible expenditures related to repairs or improvements to your home.

We all love tax credits, and pretty much everyone I know is dreaming of a bathroom or kitchen reno. But qualifying for the HRTC takes some planning and an understanding of what kinds of expenses are eligible.

What qualifies?

By definition, qualifying expenditures must be incurred in relation to a renovation or alteration to an eligible dwelling, and they must be of an enduring nature and integral to the dwelling. So, generally, work performed by electricians, plumbers, carpenters, architects, etc. will qualify. Fixing your roof? It's probably eligible. Landscaping the yard? Probably not.

There's a time limit – the work performed or materials acquired must take place after Jan. 27, 2009, and before Feb. 1, 2010. Total qualifying expenditures during that pe-

Tax Talk

Scott Taylor



riod can be more than \$1,000 but not more than \$10,000, resulting in a maximum credit of \$1,350 (\$9,000 x 15%) as a possible claim on your 2009 tax return.

Get organized

It pays to have a blueprint as you build a solid HRTC claim. Here are some tips to help you get organized.

Keep these documents: Contracts, invoices, and receipts related to the cost of labour and professional services, building materials, fixtures, rentals, and permits.

Make sure they identify the following:

- The vendor/contractor's name, address, and, if applicable, the GST/HST registration number;
- The type and quantity of goods purchased or services provided;
- The date when the goods were delivered (keep your delivery slip as proof) and/or when the work or services were performed;
- A description of the work performed including the address where the work was performed;
- The amount of the invoice;
- Proof of payment (receipts or invoices must indicate "paid in

full" or be accompanied by other proof of payment, such as a credit card slip or cancelled cheque).

Account for the home office or shop: If you earn business or rental income from part of your principle residence, you can claim the credit only for expenditures made for the personal use areas of the residence. For expenditures made for common areas or that benefit the housing unit as a whole (such as re-shingling a roof), you must divide the expense between personal use and income-earning use.

Eligibility is family-based: A family is allowed a single credit that may be claimed on either spouse's return. If two or more families share ownership of a home, each family will be eligible for its own separate credit (ie. each up to \$1,350) that will be calculated on their respective eligible expenditures.

If you own and use your home and cottage personally, eligible expenditures incurred for both properties will normally qualify for the HRTC. Again, the maximum amount of eligible expenditures you can claim in respect of the HRTC is \$10,000 per family.

What's not eligible: Routine maintenance, appliances, audio-visual electronics, financing costs, and structures used for business (like your shop or garage) are not eligible (expenditures must be of an enduring nature and integral to

the dwelling).

No favours or cash deals: It's great that your brother-in-law will help you upgrade your wiring, and it's nice of you to pay him for his trouble. But unless you get a receipt, and your brother-in-law is registered for the Goods and Services Tax/Harmonized Sales Tax, your expense won't qualify. Furthermore, if you pay someone cash for work and don't get a receipt, you're giving up part of your claim.

One last thing

You do not need to attach any of your receipts to your tax return. However, you should be prepared to provide them should the Canada Revenue Agency request them.

To make things easier for our clients (and ourselves), we put together a simple spreadsheet to help keep expenditures organized. You're welcome to use it; you can download a PDF at www.operatesmart.com. Click on the *2009 Home Renovation Tax Credit* button.

CRA has more details on its Web site at www.cra-arc.gc.ca. Click on the *Home Renovation Tax Credit* link or call 800-959-8281. □

– Scott Taylor is vice-president of TFS Group, a Waterloo, Ont., company that provides accounting, fuel tax reporting, and other business services for truck fleets and owner/operators. For information, visit www.tfsgroup.com or call 800-461-5970.

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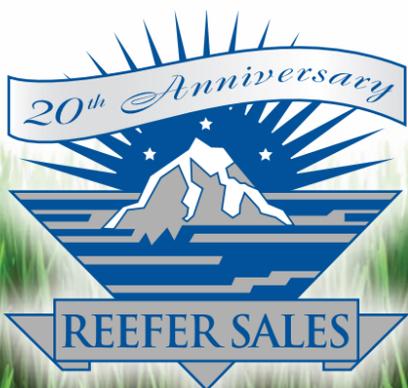
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Health

Give your head a shake!

Exploring the effects of whiplash

Whiplash is an injury that occurs when the head suddenly moves backwards and then forward under extreme forces. This violent movement causes the soft tissues in your neck such as the muscles and ligaments to be stretched and strained. In most cases, people recover within four to six weeks. However, some people may develop chronic pain due to damaged ligaments, discs and joints of the neck.

The most common cause of whiplash is a rear-ended collision. The person in the front vehicle usually is at more risk of whiplash due to the fact that they are often unaware that the collision is about to occur and are unable to brace for the impact. Other less common causes of whiplash include amusement park rides and contact sports.

The symptoms of whiplash usually occur within the first week. Symptoms can vary greatly from person to person. However, most people experience neck pain and stiffness, headaches and pain between the shoulder blades. Other symptoms that may occur include dizziness, ringing in the ears, blurred vision, irritability, fatigue and problems concentrating. It is very important that you consult with your doctor if you experience any of the above symptoms to rule out other more serious injuries.

Once your doctor arrives at the diagnosis of whiplash, the first line of treatment will be over-the-counter pain relievers such as acetaminophen and ibuprofen. Often, these medications are sufficient to control mild to moderate cases of whiplash. However, if these medications do not work, your doctor may prescribe stronger pain relievers which contain codeine.

Muscle relaxants may also be helpful in the early stages of injury.

One of the most common questions I am asked in my office, is whether to use ice or heat on an injury. The general rule is to use ice during the first few weeks of recovery to help reduce inflammation and then use heat in the later stages to relax tight muscles. Whiplash is no exception to this rule.

In more severe cases of whiplash, your doctor may recommend other treatments such as massage, chiropractic and physical therapy. The goal of these treatments is to restore normal ranges of motion in the neck as well as strengthen injured muscles. Recent studies have shown that a combination of these therapies is most effective. However, if there is still no improvement, your doctor may suggest injections of corticosteroids into the painful areas.

This drug is designed to relieve muscles spasm and pain which in turn will allow you to move your head more freely. Interestingly, other alternative therapies such as acupuncture and electrical nerve stimulation have shown some promising results in the treatment of whiplash. Cervical collars are no longer recommended routinely. It is now known that immobilization of the neck for extended periods of time can actually impair recovery.

Back behind the wheel

Dr. Chris Singh



Unfortunately, there is no way to completely prevent whiplash. However, maintaining good flexibility and muscle strength in your neck as well as good driving habits will help to reduce your chances of getting whiplash. Until next month, drive safely! □

– Dr. Christopher Singh runs Trans Canada Chiropractic at 230 Truck Stop in Woodstock, Ont. He can be reached at 519-421-2024 or csingh@cmcc.ca.

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By David Benjatschek

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Industry

Taking a moment to remember

Many things happen in life that can catch us by surprise and leave us feeling that there is suddenly a void that we can't fill, but perhaps none is more powerful than the loss of a friend. The Private Motor Truck Council of Canada and the trucking community lost such a friend in May of this year when Gord Dennis of Molson Canada passed away.

Gord was a particularly good friend to and valued member of the PMTC for many years. He first joined our Council in 1985 when he was with Sears and stayed with us through all his subsequent years with SLH and Molson.

When I became president of PMTC, Gord was one of the first people that I approached for help in re-organizing the Council and getting us back on the road to success. At that time I asked Gord to take on the role of chair of the Council.

I was well aware of his enthusiasm for new projects and felt certain that if he agreed to my request he would commit himself fully to the job.

Before he agreed to accept the role, he asked some pretty pointed questions about my expectations of him and of the future of PMTC. In particular, he wanted to know how he could help with our plans.

Over the next few years as our chair, he certainly lived up to all my expectations. In fact, he did the job so well that I asked him to stay on for another term. That's what happens of course when you do a good job...you get asked to do even more.

Gord's was one of the cheerful voices that I heard on the telephone most mornings as my day was beginning. He would call me in the early hours two or three times a week just to see what was happening, to ask if I needed help with anything, or just to offer encouragement as we went about rebuilding the PMTC.

His enthusiasm for the task we faced overrode all of the many hurdles that we faced in those years and I remain grateful to him for that.

Because he did most of this in the background, I'm sure many of our members don't realize what a signif-

Private Links

Bruce Richards



icant contribution he made, and I hope this article will help set the record straight.

Working with Gord, I came to realize that perhaps first among his many admirable traits was that nothing seemed to faze him and no problem was seen as insurmountable.

He always seemed to have a smile whether we were discussing the world of trucking, the business of PMTC, or enjoying some time on the golf course. He had a way of sliding suggestions into a conversation that I would think about days later, and only then would I actually see the real value of his ideas.

The ability to make people think is a real asset to any manager and Gord could certainly do that.

I will remember Gord as being as supportive as anyone could be and I'm sure his co-workers would echo those feelings. One of Gord's co-workers marveled that no matter who he spoke with, once it became known that he worked at Molson's the first response was "How's Gord?" That's another indication of how well-known and respected Gord was in the trucking community. Gord's passing left everyone who knew him feeling a little vulnerable. Here was a man in the prime of his career, in apparent good health, with a wonderful wife, a young family, and grandchildren that he adored.

Without any hint of there being anything wrong he was suddenly and most unexpectedly gone.

We at the PMTC will certainly miss Gord, as I'm sure will all of his peers, co-workers, industry acquaintances and friends. □

- *The PMTC is the only national association dedicated to the private trucking community. Send comments or questions to trucks@pmtc.ca.*

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Opinion

What keeps me awake at night?

What a long, strange trip it's been. An economic meltdown has been ripping our industry apart for the past couple of years, and we're nowhere near out of the woods yet. Lately, we're hearing encouraging words from the pundits, but we were hearing much the same thing this time last year. Then, it was wishful thinking; this time around, the economic indicators are showing signs of life.

Looking forward from here, I see plenty of challenges ahead, but even more opportunity. What keeps me awake at night is wondering how well we'll adapt to the new paradigm.

There are five things that top my worry list.

The first is the future cost of trucking. Add up the cost of the 2010 engines, all the environmental regulations that are surfacing, and the new technology being added to Class 8 trucks and you can see that the days of the \$125,000 tractor are over. Equipment and operating costs are going nowhere but up at a time when freight rates are at an unprecedented low, comparatively speaking.

Second on my list of things to worry about is rampant rate cutting. I've heard, for example, that tridem loads between Vancouver and Calgary are moving for less than a buck a mile. Rates like that are a one-way ticket down the tube. My biggest concern is that shippers are going to resist rate increases and carriers will capitulate out of fear of losing volume. Getting rates back to something near normal is going to be an uphill battle despite what some analysts are calling the biggest pending capacity crunch in the industry's history. If ever there was a time when trucking could have shippers over a barrel, it'll be in the months ahead – if we play our cards right.

So many carriers have tipped over in the past year – some estimates suggest as many as 100,000 power units have been sidelined by the recession in North America – trucking will be hard pressed to keep up with demand as the market strengthens. We're about to be handed the single greatest opportunity for rate increases trucking has ever seen, but my greatest fear – what keeps me awake at night – is that we'll fail to take advantage of the situation.

Third on my list of things to worry about while I should be resting my weary bones is the tightening regulatory environment.

Burgeoning border and security provisions, new medical requirements, and a multitude of rules slapped together in the name of safety and saving the planet are confusing, often contradictory, costly, and they're making it difficult to get the job done – at least the way we're used to doing it.

Add the increasing use of technology and electronics in enforcement, and you've got the fourth thing that keeps me tossing and turning.

There's no more "business as

Voice of the O/O

Joanne Ritchie



usual," and maybe that's a good thing. It will become increasingly difficult to bend the rules – never mind break them. The driver has always been the relief valve in a very inflexible environment, but we won't have that "luxury" much longer, if you call it a luxury; I call it a curse.

The use of EOBRs for hours-of-service enforcement, as well as GPS and satellite data during facility audits and compliance reviews, will make adjusting log-books to make up for inefficiencies in the system almost

impossible to get away with.

The question here is can we make this technology work to our advantage?

Electronic devices may be the best opportunity truckers have ever had to finally prove and assert the value of their time. What keeps me awake with this one is that drivers will continue to do whatever has to be done to get the load delivered. That, in my way of thinking, would be a huge mistake.

And the final item on my worry list is one of the most fundamental problems drivers face every day – where to park? Scarcity of parking is a perennial issue that may have eased somewhat with freight volumes down, but when the economy picks up and more trucks hit the road, it'll be back to hunting for parking, and parking illegally because there's no alternative.

OBAC is leading a research project to quantify the parking problem in Canada. We're compiling an inventory of existing parking spaces, and we're trying to identify areas of the country where parking problems are the most serious. We won't solve the parking problem overnight, but maybe we'll have a better idea where to start.

If owner/operators and drivers are to succeed and profit in the days ahead, they'll need to embrace these changes rather than fight them at every turn. What many saw as obstacles in the past could become tremendous advantages in the future. From parking shortages to black boxes for HoS enforcement, nearly everything about the way we do business is about to change. The question is – are you on the way, or in the way? □

– Joanne Ritchie is executive director of OBAC. Having trouble sleeping? E-mail her at jritchie@obac.ca or call toll-free 888-794-9990.

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Industry

Canadian policy and program needed on sleep apnea testing

The US National Highway Traffic Safety Administration (NHTSA) reports more than 4,000 non-fatal and 1,550 fatal crashes each year are attributed to sleep-deprived drivers.

The North American Fatigue Management Program (FMP) involving the Federal Motor Carrier Administration (FMCSA), the Alberta and Quebec governments, Transport Canada, the Alberta Motor Transport Association, CTA and the American Transportation Research Institute (ATRI) claims that roughly 15% of road accidents involving heavy vehicles are linked to fatigue.

A contributing factor to driver fatigue is sleep disorders. One disorder currently receiving considerable attention is Obstructive Sleep Apnea (OSA), characterized by obstructed breathing during sleep which results in disrupted sleep and sleep deprivation in turn causing drowsiness and increasing the risk of sleep episodes behind the wheel.

The Canadian Medical Association's Physician's Guide for Determining Medical Fitness to Operate a Motor Vehicle states: "The relative risk for motor vehicle crashes for patients with symptomatic OSA is about two to three times that of control groups. In severe cases of OSA, the risk of a motor vehicle crash may be increased as much as 10-fold."

OSA is also linked to hypertension, forms of diabetes and heart disease. The good news is that OSA is

Industry Issues

David Bradley



detectable and treatable. This is not only a safety issue, but a quality of life issue as well. Commercial driver medical standards in Canada and the US do not specifically require physicians to test for OSA during physical examinations. They simply recommend that if a physician feels there is further need of testing, it should be conducted. However, it increasingly appears that the FMCSA may be moving towards the introduction of mandatory testing of commercial drivers for OSA.

In 2008, a Medical Expert Panel recommended that FMCSA make substantial changes to the current guidelines. The FMCSA's Medical Review Board recommended mandatory OSA screening for commercial drivers with a Body Mass Index (BMI) over 30. While a proposed rule-making has not been published, more and more observers feel it is just a matter of time.

A study conducted by the Harvard School of Public Health, the Boston University School of Medicine and the Cambridge Health Alliance, funded in part by FMCSA, and published in the March 2009 *Journal of Occupational*

and Environmental Medicine, also recommends mandatory OSA screening of truck drivers. It concluded OSA increases the risk of falling asleep at the wheel on the order of two to seven times. It found obesity to be a strong predictor of OSA (people with a BMI of greater than 29 are at 10 times the risk of having OSA).

Of course truck drivers are not the only people that can suffer from OSA, but the study estimates as many as 2.4 million to 3.9 million of the 14 million licensed commercial drivers in the US could have the disorder. In addition to US regulators, insurers and carriers on both sides of the border are starting to take the issue more seriously. More carriers are now taking steps to increase driver awareness of OSA and the treatments available.

The North American FMP is developing educational and training materials, workshops, certification, protocols, etc., which will contain some information on OSA.

Preliminary results from a research project into the effects of an FMP on fatigue suggest drivers with OSA respond positively to screening and treatment, if they follow up. The drivers (who were from both Canada and the US) experienced improved sleep quality and reported less fatigue. This is a good start, but much more will likely be required to meet a US mandate.

There are a lot of questions that need to be answered. What will be

required in terms of testing? Which current devices will be acceptable under the US rules? The FMCSA's medical expert panel indicates a strong preference for full in-laboratory sleep study. What will be considered acceptable treatment? The medical expert panel recommends against the use of dental appliances.

Who will pay the costs not covered by provincial or private health insurance for testing and treatment? Is the medical system able to cope with an increased demand for testing? How will drivers react? How can we be assured that they will follow up on diagnoses and treatment?

Another huge question is what will Canada do?

What we need, CTA believes, is a Canadian policy and program on OSA testing for commercial drivers in order to achieve reciprocal recognition from the US. This would enable Canadian carriers and drivers to comply with the US mandate and ensure that the necessary infrastructure and policies are in place in Canada to deal with OSA testing. Otherwise the Canadian industry could once again be facing the situation where its drivers may not be able to operate into and out of the US. Whether it's OSA, EOBRs, environmental regulation or safety technology, Canada cannot and should not simply be a policy-taker. But, we have to start today. □

— David Bradley is president of the OTA and CEO of the CTA.

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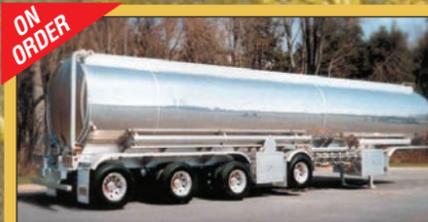
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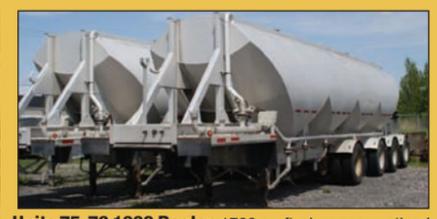
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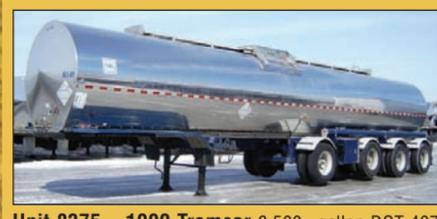
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Feature

Home away from home

Is the modern truck stop meeting the needs of truckers? We ask the question in Part 1 of a two-part series on truck stops.

By Julia Kuzeljevich
TORONTO, Ont. – Truck stops have long been ‘beacons’ of the road for truck drivers and holiday-makers, providing food and a place to rest and shower, perhaps a little conversation and distraction.

Nostalgia for the classic mom and pop operations runs high, as is evident from some of the commentary *Truck News* gleaned when querying truckers about the truck stop experience.

“When I first started running south in the early 70s (West Coast mostly) the truck stops weren’t franchised chain operations, they were mostly mom and pop run and catered to trucks and their keepers, not the great unwashed public. Most of them were clean and well-run and people got into that business because they had an affinity for the road and the folk that ran it for a living. These operations today are only there for the money, they don’t give a damn about drivers or their problems,” said one contributor in a critique of the modern truck stop experience.

Forced to make stops at a particular chain, the driver went on to comment about “infrastructure held together with bailing wire and bubble gum, readers that don’t work properly, water heaters that don’t work at all, shower taps and nozzles that are a joke, staff that couldn’t be less interested in helping the public, fax machines that seldom work, and the list goes on and on.”

Indeed, both the ‘mom and pop’ independent operations, and the larger truck stop chains, are dealing with some challenging issues as service providers in today’s economic climate.

“Very few truck stops offer full service anymore, by this I mean, pump the fuel, check the tire pressure, wash the windows and headlights. This is a thing of the past. The truck stops that offer these services are few because it costs a lot to maintain this type of truck stop. When (truck drivers) buy fuel, they look for the lower price and do not realize that the large, full-service location has to make money in order to offer all the services that they enjoy,” said Marsha Bird, CEO of the North American Truck Stop Network (NATSN), which represents independent truck stop operators across the US and Canada.

“Having said that,” she added, “several of the NATSN truck stops do offer full service and drivers are appreciative of this.”

Lisa Mullings, president and CEO of the North American Truck Stop Operators (NATSO), said that the current budget crunch “guarantees that we will continue to face proposals to commercialize rest areas.”

This could create a negative impact for businesses on North American highway systems, she noted.

Mullings also commented on another issue hitting truck stop operators, and especially the independents, hard: transaction rates that credit card companies are charging retailers.

“Many suspect credit cards will be the next shoe to drop in this economic downturn, leading to calls for significant reform of lending practices. The outrageous interchange fees and the terms by which they are set could be radically altered, leveling the playing field for the retail industry,” said Mullings.

“One of our biggest issues is the transaction rates that the billing card companies are charging independent truck stop operators,” said Bird. “Our operators are charged a percentage of the total purchase (ie. 1.85%), which was a huge increase for them to swallow even in 2001 when this was first implemented. Before, all locations received a flat fee that could range from 35 cents to 65 cents, so you can see how hard this became when a driver purchased \$300 worth of fuel and the truck stop had to pay \$5.55 for the

Continued on page 28

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Feature

Credit card transaction fees just one problem facing truck stop operators

Continued from page 27

transaction that from the beginning he paid only 65 cents at a maximum. Of course when one billing card company was allowed to charge this percentage, they all followed, so this cost the truck stops. The large corporate chains were able to hold onto a flat fee and the billing card companies said it was because they (chains) did more transactions per month than the independents. This was a hard pill to swallow and now with the cost of diesel being even higher than in 2001, the truck stops and their transaction fees are a battle that some cannot overcome and

they had to close their doors," she said.

In December 2008, Flying J and its Big West refining and Longhorn Pipeline subsidiaries filed for bankruptcy under Chapter 11 of the US Bankruptcy Code.

The filing did not affect the company's Canadian operations. The company declined to comment for *Truck News*, but in an earlier statement J. Phillip Adams, Flying J president and CEO, said that the company's objective is to move through a reorganization process as quickly as possible, and that the company filed, facing liquidity pressure from the

drop in the price of oil, and the lack of available financing from its traditional sources due to disrupted credit markets.

For some truck stop operations, one strategy has been to roll out infrastructure to meet customer demand for diesel exhaust fluid (DEF), which will be required on most 2010 model year engines, which will use selective catalytic reduction (SCR) systems that reduce NOx through a catalytic process in the exhaust stream.

One of the challenges around DEF requirements at this point is for truck stop operators to determine actual on-the-road demand, and how many trucks needing DEF will fuel centrally, for example, when they fuel up centrally with diesel (as opposed to at their home terminals).

Truck stop chain Pilot Travel Centers has unveiled a massive roll-out plan to distribute DEF by 2010. About 100 locations will offer bulk dispensers at the fuel island, while the chain's 328 locations will all offer pre-mixed containers.

"Everyone is prepping up for it," said Bill Mulligan, vice-president of development, facilities and environmental for Pilot Travel Centres. He told *Truck News* that the roll-out will set up the required infrastructure in anticipation of 2010 demand, and is part of the chain's strategy to make truck stop customers' lives easier, more efficient and cheaper, he said.

"We're having to deal with an across the board decrease in fuel sales, so we're eliminating as much overhead as possible, reducing labour costs, and introducing energy efficiencies," he said.

"Engine manufacturers estimate that some 100,000 trucks on the road at the end of 2010 will need DEF," he added.

"The number of gallons required is expected to be in the order of 54.6 million gallons of DEF in 2010, and that demand will ultimately increase to roughly 1.3 billion gallons in 2019."

According to Terry Ross, vice-president, construction and environmental services with Love's Travel Stops and Country Stores, Love's also has plans in place to install bulk containers for urea distribution at 50 locations beginning later this year.

"The specific locations and time-

frame of the roll-out will be dependent on the initial demand for DEF. To ensure that our customers using 2010 SCR engines will have availability across Love's network, we will offer packaged containers at all 165 locations. Long term, as these engines become more prevalent, Love's plans on having bulk distribution capability on the fuel islands at all locations," Ross said.

Another contentious issue pitting drivers vs. truck stops is the availability of parking facilities or rest areas, especially since in many parts of North America, truck stop locations have gone to 'paid parking.'

"This is due to drivers buying their fuel at the chains and then parking for the night at the full facility; when they do this, they do not understand that the truck stop has the wear and tear of maintaining the parking lot, plus the employee and the benefits they have to provide to that employee in order to have a big parking lot," said Bird.

"One thing I find that would help keep the parking lots cleaner, not totally clean due to the nature of some people being so lazy and care-free or simply not caring at all, is more garbage cans in the lots. A driver, not fuelling up, but parking instead, will take his trash bag with him and drop it in a garbage can that is close and on the direct path he or she is taking to get to the entrance of the truck stop," said one truckers' forum member.

Facing a shortage of available parking along highways, some truckers have resorted to alternatives that haven't always proved safe.

In March in North Carolina, trucker Jason Rivenburg was shot and killed while resting in his truck, parked in an abandoned gas station that was reputed to be a safe rest stop. His death has resulted in the creation of 'Jason's Law' which aims to lobby for more secure areas along highways for truckers.

In January 2008, meanwhile, the NATSO Foundation created the Travel Safety Network program (TSN), which is developing guidelines and partnerships to better understand and meet the needs of professional drivers and the travelling public.

In southern Ontario, with the majority of leases about to expire, the provincial government has begun

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rebuilding its 23 Highway Service Centres located along Highways 400 and 401.

"We are in the process of selecting a new operator to redevelop our network of highway service centres. We are anticipating that a new operator will be selected this spring and will then proceed with redevelopment plans. More details about the construction timelines will be available once a new operator is selected and a construction timeline agreed upon," said Bob Nichols, senior media liaison officer, Ontario Ministry of Transportation.

"We are aware that there has been an increase in truck parking along shoulders at some of the highway interchanges, however we are attempting to minimize this through additional signing to private sites that have 24/7 food and fuel service," he added. The redeveloped service centres will also increase truck parking capacity to accommodate more truck drivers while travelling.

"The Ministry is aware that commercial operators' needs could be improved at service centres. Potential service providers are being encouraged to be innovative and provide additional amenities that would benefit commercial drivers such as shower and laundry facilities and other environmentally progressive features such as truck parking electrification," said Nichols.

As leases expire, the oil companies currently located on these sites carry out necessary environmental clean-up work. During this clean-up period the sites must remain closed for the protection of the environ-

ment, the safety of the public and the safety of the workers prior to turning the site over to a new operator. Once the clean-up phase has been completed, most sites will be re-opened with interim services, which will include re-opening the parking areas for commercial and private motorists along with accessible washrooms, vending machines and drinking water, said Nichols.

"Once a service centre has been closed, special signs with orange tabs will be posted on the highway in advance of those service centres that do not have fuel or services indicating the exits at which 24/7 fuel/food are available. These signs will also be posted closer to those specific exits to remind drivers that those sites are coming up. Highway users will be notified well in advance of service centre closure timeframes. Advance information about the temporary closures will be posted on signs along the highway and on posters within the service centres that will be affected."

Truck stop and rest area improvements can't come too soon for those who rely on their services.

But for some truckers who believe the good ol' days of truck stops are long gone, they are content to drop in and then get on their way ASAP.

"I try to spend as little time as possible in them. Fuel, clean the windows, thump the tires, quick whiz, gimme my fuel bill, and I'm gone," is one trucker's view. □

- Can truck stops contribute to a healthy lifestyle for truckers? Find out in Part 2 of the series next month.

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A little truck that's making a **BIG** difference

By Ingrid Phaneuf
LAURIER STATION, Que. – Five years ago, Jacques Auger, president and founding owner of Transport Jacques Auger had an employee who lost his son to leukemia.

Auger wanted to show his support for the employee and he also wanted to build a mini-truck for a local parade in Laurier Station. By combining these two dreams he succeeded, with the help of friends and sponsors, in creating a one-of-a-kind, 29-foot drivable replica of a Kenworth W900L tanker which has since allowed him to raise \$225,000 for the Leucan Fondation.

“At the beginning we (Auger and his longtime buddy Donald Gingras) were building the truck for a local parade in Laurier Station where I live,” explains Auger. “It was just going to be a golf cart with a hood on it. But then we realized we could use it to raise money to support research and families of children with leukemia, which made us want to do a much better job of it.”

What began as a project in his home truck garage in March 2007 was completed in September 2008 for a total cost \$130,000 and 2,000 man hours, says Auger. The en-

gine, a Cummins A 1700 37 HP 1.7L, normally used for generators, was donated by Cummins Eastern Canada division.

The four-axle tanker trailer was built and donated by Remtec. And the suspension and cab, including fully-operational hood, windows, doors and windshield with wipers, was built and assembled in Auger's home truck garage, where he parked his trucks during the early days of his business.

“I had a neighbour with the machinery to make the wheels, and we built the mould for the fibreglass cab, then applied the layers of fibreglass and finished it in my garage,” says Auger, who paid many of those who worked on the project.

The mini-truck is a one-of-a-kind replica, says Auger, adding he has yet to discover anything similar.

“I'm getting a lot of requests to build another one but there's no way I'm doing this again,” jokes the veteran trucker, who incorporated in 1986 with one truck and two employees (including his wife, who worked in the office) and rapidly expanded, acquiring petroleum hauling contracts (the mini-truck is a replica of one of



SMALL TRUCK, BIG DREAMS: Jacques Auger proudly displays a miniature Kenworth W900L that's been put to work for a good cause – raising money to help kids with cancer.

Auger's own tankers) and other companies along the way.

A team effort

Auger attributes much of the truck's construction to the generosity of suppliers such as Cummins and Remtec, as well as the genius of the people who helped build it. Much buzz was created in Auger's small commu-

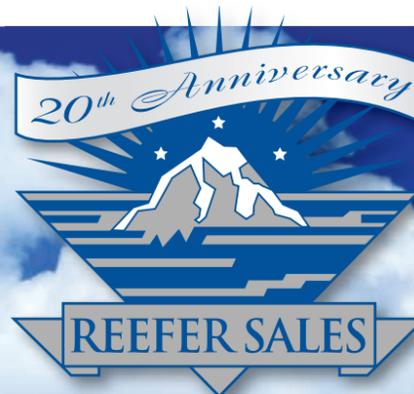
nity as the truck neared completion, “in fact a lot of people saw it as it was being built,” recalls Auger.

Still, the unveiling of the vehicle at the company's annual truck ride event in September 2008, was a smash.

“People just couldn't believe it,” says Auger, who has refused, so far to let anyone but himself

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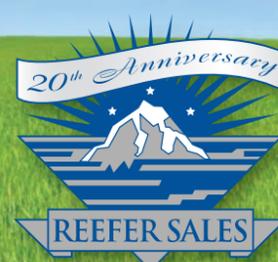
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and Gingras drive the truck (it goes 65 km/h). "No speed limiters on this truck," Auger jokes.

The veteran trucker is understandably possessive of the replica and would refuse any offer to purchase it, although he has allowed prominent Quebec trucker Claude Robert to display it in his truck museum.

"That thing is going into the grave with me," Auger jokes, while admitting he may leave the replica to his son, 19, who is currently learning the trucking business from his father. (There's a long tradition of trucking in Auger's family - his father was a gravel hauler).

In the meantime, Auger has plans to raise even more money for childhood leukemia at his company's sixth fundraising ride in the parking lot of Les Galeries de la Capitale in Quebec City, on Saturday, Sept. 12, from 9 a.m. to 4 p.m. (To make a donation or to sponsor the event, visit www.tja.ca. Sponsorships are available for \$5,000, \$2,500 and \$1,000. Top dollar will get you a logo on the mini-truck's trailer for a year).

The event offers truck rides to children and their families and will showcase the mini-tanker.



"The kids just love the replica and so do their parents," says Auger, adding he aims to raise \$80,000 this year at the very least. (Last year's event raised nearly \$66,500 bringing the five-year total to \$225,000).

For those unable to make it out to see the truck in Quebec, Auger may just end up bringing it to Ontario.

"It's not comfortable enough to drive from here to Toronto," Auger admits. "But I may be able to get it to Fergus."

And as for further add-ons to the replica, Auger says he and his buddies are working on getting the tank to dispense drinks.

"We're looking at making the tank capable of dispensing lemonade. Maybe we'll even do beer," says Auger. You can almost hear him winking over the phone. □



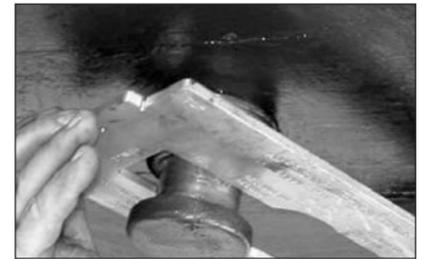
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Engine: Cummins A 1700 37HP 1.7L
Transmission: M50D
Differential: 8BTS26SP
Ratio: 5.125
Scale: 1:2.2



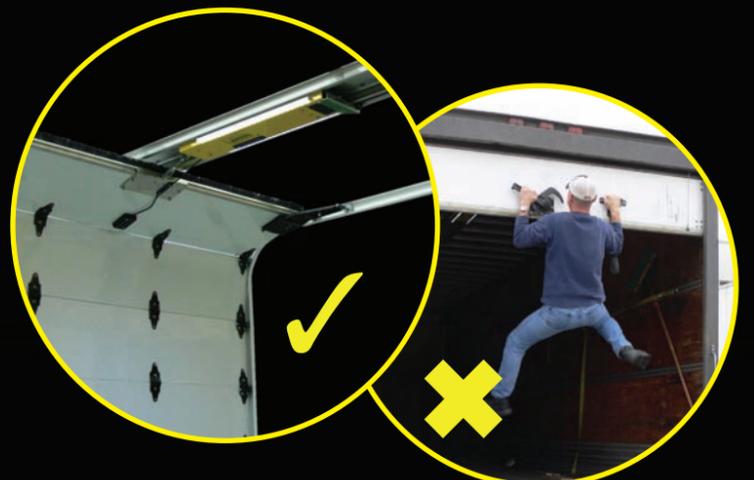
Trailer:

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CFMS Report

By James Menzies

TORONTO, Ont. – The popular Shop Talk information-sharing session was back at the Canadian Fleet Maintenance Seminars this year, with an overview of Vehicle Maintenance Reporting Standards (VMRS) kick-starting discussions.

Darry Stuart of DWS Fleet Management and John Sullivan of First Student – both Technology and Maintenance Council (TMC) stalwarts – hosted the session. VMRS was presented as a way to track shop-related costs and inefficiencies using industry standard codes. About 25% of US-based fleets are using VMRS and others are using some form of the system without even realizing it, Stuart explained, since most maintenance software is based on some variation of the theme.

The goal is to be able to account for nearly 100% of a shop's parts and labour costs by better tracking them and improving accountability.

Or as Stuart aptly explains: "VMRS is a process of organizing buckets of costs and finding where money is going into buckets every day."

The premise behind VMRS is that "Long before costs hit the reports, they're visible on the shop floor." One key element of VMRS is the so-called "five minute rule." If a technician or mechanic has not figured out a vehicle's problem within five minutes, he should notify a supervisor, Stuart explained. This eliminates the many hours of troubleshooting that are often

CFMS shop talk

Are you running your shop like a supermarket?

wasted in maintenance operations that could easily be avoided by seeking a second opinion early in the process.

Using VMRS allows fleets to drill down to identify inefficiencies and using industry standard codes, to compare costs and establish benchmarks. It is also effective at bridging the gap between maintenance managers and bean-counters, by enabling managers to show money is being well-spent. VMRS allows users to compare work orders to time cards and ensure that nearly 100% of a mechanic's paid time is being used effectively.

"So often, the (fleet) owner wants to crucify as opposed to manage and lead, and you need to have a defensive mechanism," Stuart said.

From there, it was time to open the floor for a no-holds-barred discussion session where mainte-

nance managers could gripe about their problems and discuss potential solutions. The only ground rules were specific companies were not to be dragged through the mud or shamelessly promoted.

One manufacturer representative kicked things off with a complaint that too many fleets remove a part that's covered by warranty, stick it on a work bench and leave it there indefinitely. Then they call and complain that it's taken too long to get the part back.

This brought the discussion back to VMRS, which can help avoid such situations, according to Stuart.

"The part comes off, goes on the bench, goes on the floor and there's no tagging system," admitted Stuart. "There's got to be a process put into place. Warranties are tightening up. We as fleets need to do a better job."

Stuart said maintenance operations should be run like a supermarket – well-organized and clean. His criteria for a well-run shop is that anyone should be able to walk through it with their dress shoes on, get into their car, drive home and then walk through their living room without getting the rug dirty.

Some in the audience questioned how to get mechanics and technicians to buy into a VMRS system. Stuart summed it up succinctly: "COE – condition of employment."

"You have to explain to them that they are an important part of the business, they are in control of the money being spent," he added.

Sullivan suggested to "make it easy for them." He said using point-and-click systems, laminated coding cheat sheets and other handy tools will ease the transition.

Stuart admitted many mechanics will initially resist the prospect of having their time tracked. But he pointed out "We have a right to know what they're doing."

Another problem that was identified during the session was the unwillingness of managers to give mechanics and technicians enough time to properly get the job done – especially when it comes to wheel-ends. Stuart said if ever there's a job that shouldn't be rushed, it's those involving wheel-ends. He provides legal consultations to fleets and wheel-offs are usually the worst cases to deal with, he said, while heaping praise on Ontario's stringent absolute liability

'Long before costs hit the reports, they're visible on the shop floor.'

Darry Stuart

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legislation that holds fleets 100% responsible for any wheel-off incidents they're involved in.

"We wish we had that law in the US," he said. "We preach about the Canadian law."

Stuart instills a unique philosophy into the fleets he advises in the US: Refuse to place a time limit on preventive maintenance.

"Let them do the job right," he urged. If one mechanic is regularly taking longer than others, then find out why, he added. It could be that they need further training or it could be they're doing a more thorough job than their peers.

With maintenance managers facing cost-cutting pressures from upper-management, attendees asked about the feasibility of moving towards flat-rate pay for mechanics. This was quickly discouraged by both Stuart and Sullivan.

"I worked as a mechanic in a flat rate shop," said Sullivan. "I know I cut a lot of corners when I was a flat rate mechanic and I don't want my guys cutting corners."

Stuart cited the example of a mechanic who's been assigned a clutch replacement and then detects a leaky seal in the process. The temptation is to turn a blind eye to the leaky seal when he's being paid a flat rate to replace the clutch.

Naturally, the topic of engine emissions came up eventually. One delegate complained about problems with diesel particulate filters (DPFs) being rendered ineffective by failing injectors, turbos, etc. Stuart and Sullivan said they

haven't heard of any widespread problems with DPFs.

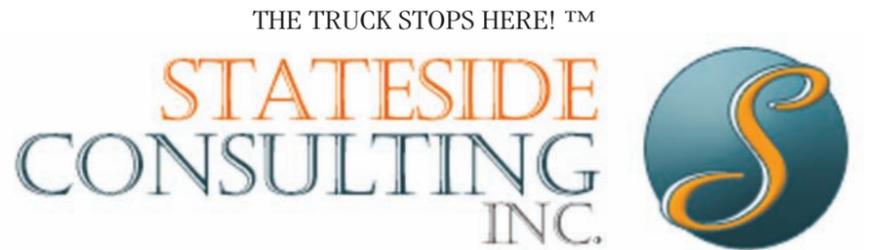
In fact, they said DPFs have been a non-issue with US fleets, most of which haven't even switched to the recommended CJ-4 engine oil and have yet to experience any of the feared repercussions, such as the premature clogging of the filter.

Despite their vast experience with US fleets, Stuart and Sullivan said they've yet to hear from a fleet that's had to remove a DPF for an off-truck cleaning or exchange.

"I've yet to talk to anybody who knows when they're going to have to be changed," Stuart said of the DPFs. "Nobody has yet had the experience of the cleaning."

On the topic of 2010 engines, Stuart voiced concern about urea, which will be required by engines using selective catalytic reduction (SCR).

"I'm not upset about 2010 - I believe 2010 is really just a little bit higher level than 2007. But I am concerned about the urea," Stuart said. "I'm personally not happy about it...I know it's been used in Europe for eight to 10 years and it seems to work over there. But now we're going to add an extra tank for urea, buy it, find it, make sure that it's filled. And this sensor issue, we haven't been able to get a fuel gauge to work on a truck in 30 years and now we're going to have a sensor that, when the urea is low, is going to shut the truck down? Well, hopefully that sensor is not the same as (with) the fuel gauge." □



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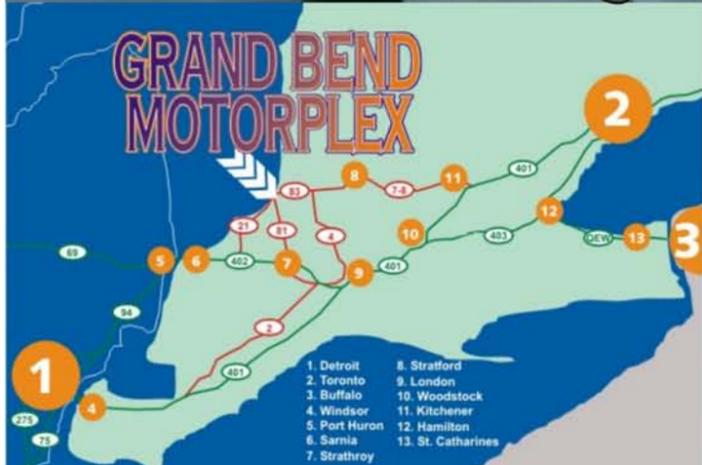
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New Products



Truck-Lite has introduced what it's calling the world's smallest **LED licence lamp**. The single diode, penny-sized lamp offers extended lamp life and overall cost savings, according to the company. The 12-volt light does not require a bracket and the low-profile design resists damage, Truck-Lite claims. For details, visit www.truck-lite.com.



Goodyear has introduced **two new tires** the company says feature deeper treads, improved tread designs and better compounds to maximize tire life in urban and regional applications. The G661 HSA steer and all-position tire features a high scrub-resistant tread, according to Goodyear, and also uses a multi-compound construction to extend tread life in applications that demand frequent turning, backing and braking. Meanwhile, the G662 RSA with Fuel Max technology is aimed at regional and local haul applications as a steer and all-position tire. The G661 HSA and G662 RSA with Fuel Max are available now in an 11R22.5 size, according to Goodyear, with the 295/75R22.5 size scheduled for launch this month. The G661 HSA will also have the 11R24.5 size available in June.

Toyo Tires has introduced its M647 **premium drive tire** for local, regional and long-haul highway applications, according to the compa-



ny. It has a deep 30/32" tread allowing for improved wear and longer service life, Toyo claims. It also incorporates Toyo's e-balance technology, designed to minimize the growth of the tread profile during operation, extending casing life. A rigid shoulder design helps protect against irregular wear and improves durability, Toyo says. For more details, contact your Toyo Tire dealer.



Express Brake International (EBI) has entered the Ontario market, appointing Scott Deslippe as regional sales manager. The company is introducing its brake product lines to Ontario, including: its patented **Extreme Brake system; Brake Alert; and Drum Caddy**. Since its inception in 1997, EBI says it has enjoyed great success in the US market. The Extreme Brake system features a stainless steel table that stays on the wheel-end so you can replace just the lining itself. The company says it offers a 30-50% cost savings over conventional riveted linings. The Brake Alert system measures both lining wear and brake stroke, according to the company. Its stainless steel construction is able to withstand Canadian condi-

tions, the company says. And the Drum Caddy offers technicians a way to easily remove and install brake drums while minimizing the risk of injury, the company says. For details, contact Deslippe at 519-796-5919 or e-mail scott.deslippe@expressbrake.com. You can also visit www.expressbrake.com.

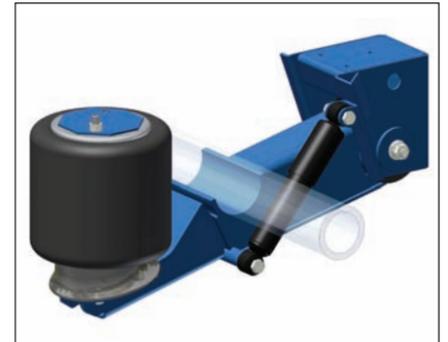


Reefer Sales and Service in Mississauga, Ont. and Atlantic Carrier in Moncton, N.B. are now distributing the Climacab **electric APU** which runs off four AGM batteries. The system is completely maintenance-free and requires no fuel while offering 12 hours of air-conditioning between charges, according to the manufacturer. The Climacab was developed by Glacier Bay. It offers 8,000 BTUs of cooling and comes with a Start Assist feature that can re-start the truck's batteries if they should fail. The Climacab requires no internal ducting and is completely CARB-compliant. For more info, visit www.climacab.com or contact Reefer Sales and Service at 905-795-0234 or Atlantic Carrier at 506-388-6000.

Toronto-based manufacturer Riteway Technology says it has a cost-effective **APU** that delivers a quick payback. The Total Temperature Control (TTC) APU is available at a recommended price of \$5,650, according to the company, which delivers a quicker payback than most other APUs. The company claims a payback can be realized in just 800 hours of use

or four months, compared to a traditional APU payback of 24-36 months. The single-cylinder, direct-drive, air-cooled system consumes 0.12 gallons of fuel per hour, Riteway claims. For more information, visit www.ritewayapu.com or call Shane Perue at 416-637-5005.

Haldex has come out with **rivetless front and rear covers** for S-ABA-style automatic brake adjusters. The new rivetless design will replace the previous front and rear covers that had a retaining rivet. The improved design instead uses an adhesive compound, according to Haldex. For more info, visit www.haldex.com or call Haldex at 800-267-9247.



Ridewell has introduced the RAR-260 **air-ride trailer suspension** which it says strikes a balance between price and performance. It's available in over- and underslung configurations with 25,000- and 30,000-lb. capacities. It features the Securelok pivot nuts to maintain pivot clamping force, the company says. For more details, contact Ridewell at 800-641-4122 or visit www.ridewellcorp.com.



Manac has launched a new light-weight **aluminum flatdeck trailer**. The Darkwing series has been completely redesigned to improve performance and strength, according to the company. The riveted, three-piece main beam is 27 inches high with a camber of five inches, producing a concentrated load of 60,000 lb./4 ft. In order to keep the number of welds to a minimum, Manac opted for a mechanical assembly of accompanying sub-components, which the company says also acts to streamline maintenance. Darkwing flatbeds are available in a wide range of configurations and axle spreads and come with a seven-year warranty, Manac says.



NAL Insurance has developed a free **online Accident Register** to its Web-based Fleet Administration System. The new tool captures all the information required by the

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FMCSA, DoT and MTO in the event of an accident, the company claims. It also features comprehensive reports which allow fleets to identify the causes of accidents. For more, visit www.nalinsurance.com or call 800-265-1657.

Kinedyne has introduced new Grip Link 9-mm stud tire chains for muddy, snowy and icy Canadian off-road conditions. The heavy-duty chains are designed to improve off-road trucking safety. They feature aggressive, long-wearing 9-mm studs and are ideal for applications ranging from hauling 50-foot pine trunks from a hill-side logging site to delivering heavy equipment and supplies in the oil patch, the company says. Kinedyne Canada distributors will be offering Grip Link chains year-round, the company says.

Thomas-Ritt Associates now has 75 high-impact health and safety posters available for the workplace. They've been developed in cooperation with the Municipal Health and Safety Association of Ontario. The posters are available in two sizes: 13"x19" and 22"x28", according to the company. They include 16 different categories, such as ergonomics, slips and falls, traffic/driving and working around machinery. The posters can be customized to meet the needs of individual clients, according to the company. A portion of the proceeds is donated to the public health and safety system in Ontario to promote workplace health and safety, according to Thomas-Ritt Associates. To view the posters and place an order, visit www.safetyposters.biz or call 905-309-5431.

Winsted Group out of Alliston, Ont. is offering a new 16-GB digital video recorder that offers up to 16 hours of continuous loop recording to monitor driver behaviour or provide evidence of events leading to an accident. The system features two cameras and boasts GPS integration. It also features G-sensors that can detect hard braking and acceleration, according to the company. For more info, call 866-542-1343 or visit www.mobilesafety.net.

The Canadian Trucking Alliance has a new Web site. The new site, located at www.cantruck.ca, is easier to navigate according to the association. It boasts improved menus and features so visitors to the site can easily get up to speed on industry issues, according to the CTA.

FLO Components has introduced a new 12 VDC Reel-n-Flow pump and reel kit to assist with mobile lubricant service equipment applications. The company says the 'plug-and-play' kit can operate off 12- or 24-volt power supplies and offers hassle-free installation on mobile equipment. There are no supply lines, return lines or fittings that normally come with traditional pump kits, according to the company. The system boasts a 19:1 gear ratio to quickly deliver grease in temperatures as low as -7 C. The hose reel comes with a 50-ft. hose. For more info, call 800-668-5458 or visit www.flocomponents.com. □



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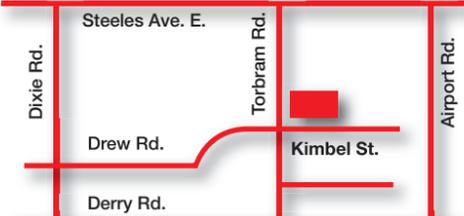
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Smell of recovery in the air? Volvo execs optimistic about economic upturn

By Lou Smyrlis

BOSTON, Mass. – Here's hoping Leif Johansson, president of AB Volvo and CEO of the Volvo Group, has a nose for financial prognostication. Johansson comes to North America every four to six weeks and he believes that for the first time there is "a smell at least of a bottoming out and an improvement" to the North American economy.

Johansson was in Boston meeting with customers and clients recently and made a bet that truck sales in the fourth quarter of 2009 will prove stronger than in the fourth quarter of 2008.

Per Carlsson, president and CEO of Volvo Trucks North America, and Scott Kress, senior vice-president of sales and marketing concurred with Johansson's cautious optimism

while speaking with media at the same event. Both said there is a good deal of "window shopping" going on.

"We see in general a higher activity level in terms of quotations and customer contacts," Carlsson said. He conceded, however, that the starting point is from a historically very low level of sales.

(The first quarter of 2009 has proven to be the quietest first quarter in terms of Class 8 truck sales of the past decade).

Another challenge is the number of trucks currently sitting idle. Kress surmised that perhaps 20% of the fleet is sitting idle and this will affect how quickly fleets are ready to buy new iron. As Carlsson noted, the truck population is getting older, and in fact at seven or eight years the

age of the average truck age may be the highest it has been in some time.

Getting access to credit could be another obstacle. Traditionally during economic swings much of the growth has come from smaller and medium-sized fleets making significant additions to their operations. This time around, with trucking companies having lost upwards of 40% of their value and financing institutions so reticent to take chances, will the necessary credit be available?

"I think its going to be a timing issue," Kress said. "There is a heck of a lot of trucks sitting out there. It could take 18 to 24 months to burn those trucks up. And with some customers it could come down to when they are actually able to go from a company with a bad credit rating to one that can stand on its feet."

But Carlsson urged truck buyers considering new purchases to get on with their decisions because the availability of the EPA07 emissions-compliant engines will be scarce by the end of 2009.

"That's one message we have for customers: If you would like to buy current technology, you can't wait too long to buy because there won't be availability," he said. "Customers will have to make up their mind pretty soon or we will be moving on to the 2010 technology... We are already starting to place orders for the

2010 components."

Volvo, like all North American truck manufacturers with the exception of Navistar, has hitched its wagon to the viability of selective catalytic reduction (SCR) technology to meet the US Environmental Protection Agency's 2010 emission standards. Kress and Carlsson were quick to dismiss any concerns that the SCR vs. EGR debate may be sowing confusion in the marketplace and causing buyers to delay their purchases.

"If there was any confusion out there, by the end of January this year the confusion was being cleared up. If I had the top trucking CEOs in a room, they would say the SCR approach is the way to go. The confusion and chatter is behind us," Kress said. To which Carlsson added that the fact that the majority of truck makers selling trucks into the North American, European and Japanese markets have all opted to go with the SCR option must say something for the viability of that technology.

When fleets and owner/operators are ready to buy, Carlsson and Kress said they will find a Volvo dealer network that has adapted to the challenging economic situation remarkably well. Kress linked the durability of Volvo dealerships to the decision made eight years ago to turn them into dual brand Volvo-Mack dealerships. □

Daimler Truck Financial celebrates 25th anniversary

MISSISSAUGA, Ont. – Daimler Truck Financial is celebrating its 25th year of financing trucks in Canada.

The company notes that while it's turning 25, parent company Daimler AG has been in business for more than a century. Daimler Truck Financial's Canadian operations were formed in 1984 with the opening of offices in Ontario and Quebec.

The company provided financing for both cars and trucks and now services a portfolio of \$3 billion.

"It's been a quarter of a century of great partnerships with our customers and brand partners," said Brian Fulton, president and CEO. "It makes good business sense to provide the financial resources for the vehicles that we build."

Daimler Truck Financial handles the financing for about 25% of all Freightliner, Sterling and Western Star trucks sold in Canada.

"We have a tremendous history to be proud of," added Fulton. "Our people are passionate about the products and service they bring to our customers and it shows. In 2008, we ranked 16th out of 250 companies in a survey for the Top 50 Best Small and Medium Employers in Canada." More info on the company is available at www.daimler-truckfinancial.ca. □

Manac buys bankrupt Trailmobile's assets

SAINT-GEORGES, Que. – The North American trailer market remains sluggish, but Manac apparently felt the price for certain Trailmobile assets was too good to pass up.

Manac, which is the largest remaining semi-trailer manufacturer in Canada, announced it has purchased certain assets of Trailmobile Canada during its liquidation process.

Trailmobile officially announced its bankruptcy in April, after effectively ceasing operations in December, 2008.

Included in Manac's purchases are production equipment and raw materials inventories, according to the company.

The deal did not include Trailmobile's land or buildings, which were put up for sale earlier this year. □

Maxim named Great Dane Dealer of the Year

WINNIPEG, Man. – Maxim Truck and Trailer has been named North American Dealer of the Year by Great Dane Trailers.

Great Dane said Maxim boasts the highest-rated trailer sales team in terms of training, performance and follow-through. Two Maxim sales reps were also presented with Great Dane King Pin awards for individual performance.

The King Pin winners were Darrel Argan of Maxim Winnipeg and Norm Chabot of Maxim Edmonton. It's the fourth time Argan has been selected as a King Pin award winner, and the first time for Chabot. Maxim Truck and Trailer is the exclusive Great Dane Trailers dealer for Manitoba, Saskatchewan and Alberta. □

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UP TO THE CHALLENGE: The Maxim Challenge for Life Team includes, top row (from left): Jan Shute, Meghan Furst, Maggie Makodanski and Will Dunbar. On the bottom row (from left): Challenge for Life mascot (Aaron Nienhuis), Janice Hazelton, Maili Wiechern, Mike Bodner, Mark Carlson and Doug Harvey. (Missing from the picture is Val Kolson).

Maxim Truck and Trailer raises \$7K during BBQ

WINNIPEG, Man. – Maxim Truck and Trailer raised more than \$7,000 for CancerCare Manitoba during its annual charity barbecue last month.

The annual event attracted more than 530 guests, according to the company. Since the event's inception, Maxim has raised more than \$60,000 for various charities.

This year's recipient was CancerCare Manitoba's 'Challenge for Life' campaign. It's a cause that's important to Maxim president Doug Harvey, who is one of 10 Maxim Challenge for Life team members who have committed to personal health and fundraising

goals, according to the company. The Challenge for Life campaign includes a 20-km walk on June 13 and Maxim participants hope to raise \$30,000 through the initiative.

"Our charity events receive great support from Maxim employees, suppliers and customers," said Harvey. "It's encouraging to see such tremendous support even in these tough economic times."

This year's barbecue featured live jazz music performed by the University of Manitoba Jazz Orchestra, who played atop a flat-deck trailer. □

Thermo King's T-Series Roadshow comes to Canada

MISSISSAUGA, Ont. – Thermo King's T-Series Roadshow will be touring across North America this summer and two remaining Canadian stops are planned. The Roadshow, which kicked off May 18, showcases Thermo King's all-new T-Series temperature control units for straight trucks.

The event also includes custom-designed trucks that house walk-through exhibits and hands-on demonstrations to showcase the benefits of the new T-Series units as well as the entire range of products and services offered by the host Thermo King dealer. Factory-trained experts will also be on-hand at each location to answer questions and work with customers to address their specific business needs. The Roadshow has stops planned for Thermo King of Toronto and Montreal Thermo King on July 15 and 16, respectively.

"The Roadshow offers our customers the unique chance to interact with the new units, see what's really been improved and get their questions answered," says Tim Ryan, truck product director for Thermo King. "Plus, it's a fun event that everyone is going to enjoy."

The T-Series was designed to provide customers with improved performance, new state-of-the-art features and a lower life-cycle cost. Units available include the T-600, T-800, T-1000, T-800 Spectrum

multi-temperature and T-1000 Spectrum multi-temperature units with new scroll compressor technology and the T-500R, T-600R, T-800R and T-1000R units with reciprocating compressors. The first of the new units go into production in August. □

Capacity terminal tractors get MaxxForce power

MELROSE PARK, Ill. – Navistar has inked a deal to supply MaxxForce 7 engines for Capacity shunt trucks.

The V8 diesels will be used on Capacity terminal tractors as part of multi-year agreement, Navistar announced. The first Capacity trucks to come with MaxxForce 7 engines will be rolled out beginning this fall.

"Navistar is pleased that Capacity chose our technologically-advanced MaxxForce 7 to power its industry-leading terminal tractors," said Eric Tech, vice-president and general manager, Navistar Engine Group. "The MaxxForce 7 will provide Capacity customers with the most

powerful, durable and environmentally-friendly engines available in the market."

The MaxxForce 7 will comply with EPA emissions standards, according to Navistar.

One offering will be rated at 215 hp with 560 lb.-ft. of torque while a beefier option will have 230 hp and 620 lb.-ft. torque.

"With the MaxxForce engines, emissions compliance is transparent to our customers, but more importantly they offer our customers a durable and powerful platform to meet the demands placed on our equipment each day," said Phillip Ford, president, Capacity of Texas. □

Volvo Trucks launches pro-SCR Web site

GREENSBORO, N.C. – Volvo Trucks North America has ramped up its EPA2010 educational campaign with the launch of a new Web site: www.volvoscr.com.

The company says the site highlights the environmental, operational and fuel economy benefits of its selective catalytic reduction (SCR) solution for EPA2010.

Information is also available on: how SCR works; how it improves fuel mileage and lowers operating costs; and how using SCR will enable Volvo to eliminate active DPF regenerations. Also included is a video presentation by Volvo's Ed Saxman, drivetrain products manager with Volvo.

The new site also features video testimonials from Volvo customers who helped field test the company's 2010 engines. □

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Health

Olive oil: It's not just good for Popeye

Olive oil has been around for ages. Ancient Egyptians, Romans, Hebrews and Greeks all appreciated the olive tree for the oil from its fruit which could be used for moisturizing skin, fueling lamps, cooking and even healing.

Currently, there are approximately 800 million olive trees spread throughout the world, in Angola, China and California. However, most trees are found in the Mediterranean, where olive oil has been a food staple for 6,000 years. In fact, presently each man, woman and child consumes an average of five gallons of olive oil a year in Greece!

Because there are 700 cultivated varieties of olives, olive oils may be quite different. They can be mellow yellow in colour, or jade green. They can taste peppery, nutty, grassy, sweet and buttery, or like green apples. They can

Preventive Maintenance

Karen Bowen



be filtered, making a clearer product, or unfiltered, leaving sedimentation and juicy chunks of fruit suspended in the oil.

No matter, olive oil is a natural juice which delivers the taste, aroma, vitamins and properties of the olive fruit. No other naturally-produced oil has as much monounsaturated oil as olive oil. Olive oil is the only vegetable oil that can be consumed as is – freshly pressed from the fruit.

Now many of us are following the Mediterraneans by adding olive oil to our North American diets, which is great because olive

oil appears to be responsible for the healthy benefits of the Mediterranean diet.

Probably because it is less processed, olive oil contains higher concentrations of phenolic compounds than other types of seed oils (soybean, sunflower, safflower, and canola). Phenolics are plant-based compounds with antioxidant, anti-inflammatory and anti-clotting properties, making them an excellent tool for staying healthy.

Phenolics in olive oil are especially good for the heart, colon and the digestive system, especially the gallbladder, and may be especially effective in preventing both breast cancer and osteoporosis.

Olive oil offers protection against heart disease by controlling LDL (“bad”) cholesterol levels while increasing HDL (the

“good” cholesterol) levels. If you eat just two tablespoons of virgin olive oil each day for a week, you will improve your cholesterol and antioxidant levels, especially phenols, in your blood. This will improve your circulation and lower your blood pressure. Olive oil’s high concentration of oleic acid also keeps your arteries flexible.

Studies suggest that including olive oil in your diet may be as effective as fish oils in preventing colon cancer.

In general, olive oil is good for digestion because it rarely upsets your stomach. It actually can speed the healing of ulcers and gastritis. If you are prone to gall stones, use olive oil because it activates the secretion of bile and pancreatic hormones much more naturally than drugs, making it less likely that you will form gall stones.

Now that you are probably considering adding olive oil to your diet, how do you choose from the variety of types on the grocery shelf? Does it make any difference? Well, all olive oil is extracted by pressing or crushing olives. However, olive oil comes under the following labels, based on the amount of processing involved.

Extra virgin is considered to be the best for you because it is the least processed. This is the oil from the first pressing of the olive fruit. No heat is used when extracting this oil, which is why it is described as ‘cold pressed.’ High quality, extra virgin olive oil indicates that no chemicals have been used in the processing. As it is made from top grade olives, with less than 1% acidity, it has the highest nutritional value and the best taste.

Virgin olive oil is also mechanically pressed, but with olives that may not be top grade and/or are from the second or third pressing.

Pure olive oil is just a marketing term. This oil comes from the third or fourth pressing, and has been refined in a variety of processes, all using extreme heat and chemicals to get the oil from the remaining pulp. Sometimes a little extra virgin oil has been added.

Extra light is extremely processed, retaining only a very mild olive flavour. This name is actually unregulated and often just refers to the colour of the oil and not the quality at all. Sometimes, even other vegetable oils are added to the olive oil under this labeling.

After considering the above information, you’ve decided which type of oil you want.

So, how can you keep it in top condition? Store it in a cool, dark place. Since oxygen will make any oil go rancid, tightly seal the bottle after you use it.

Following the previous guidelines, it can be stored for up to a year and a half without affecting its quality.

Even Popeye knew that olive oil was nice to have around. Now you do, too. □

– Karen Bowen is a professional health and nutrition consultant and she can be reached by e-mail at karen_bowen@yahoo.com.

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 — No. of Truck-Tractors _____ No. of Buses _____
 — No. of Off-Road Vehicles _____

3) Does this location operate, control or administer one or more vehicles in any of the following Gross Vehicle Weight (GVW) categories? Please check YES or NO:

14,969 kg. & over (33,001 lbs. & over)...	<input type="checkbox"/> YES <input type="checkbox"/> NO
11,794-14,968 kg. (26,001-33,000 lbs.)...	<input type="checkbox"/> YES <input type="checkbox"/> NO
8,846-11,793 kg. (19,501-26,000 lbs.)...	<input type="checkbox"/> YES <input type="checkbox"/> NO
4,536-8,845 kg. (10,000-19,500 lbs.)...	<input type="checkbox"/> YES <input type="checkbox"/> NO
Under 4,536 kg. (10,000 lbs.).....	<input type="checkbox"/> YES <input type="checkbox"/> NO

4) This location operates, controls or administers:

Diesel powered vehicles.....	<input type="checkbox"/> YES <input type="checkbox"/> NO
Refrigerated vehicles.....	<input type="checkbox"/> YES <input type="checkbox"/> NO
Pickups or Utility Vans.....	<input type="checkbox"/> YES <input type="checkbox"/> NO
Propane powered vehicles.....	<input type="checkbox"/> YES <input type="checkbox"/> NO

5) Do you operate maintenance facilities at this location? YES NO
 IF YES, do you employ mechanics?..... YES NO

6) Indicate your PRIMARY type of business by checking ONLY ONE of the following:

a) <input type="checkbox"/> For Hire/Contract Trucking (hauling for others)
b) <input type="checkbox"/> Lease/Rental
c) <input type="checkbox"/> Food Production / Distribution / Beverages
d) <input type="checkbox"/> Farming
e) <input type="checkbox"/> Government (Fed., Prov., Local)
f) <input type="checkbox"/> Public Utility (electric, gas, telephone)
g) <input type="checkbox"/> Construction / Mining / Sand & Gravel
h) <input type="checkbox"/> Petroleum / Dry Bulk / Chemicals / Tank
i) <input type="checkbox"/> Manufacturing / Processing
j) <input type="checkbox"/> Retail
ji) <input type="checkbox"/> Wholesale
k) <input type="checkbox"/> Logging / Lumber
l) <input type="checkbox"/> Bus Transportation
m) <input type="checkbox"/> Other (Please specify) _____

7) Are you involved in the purchase of equipment or replacement parts? YES NO

8) Are you responsible either directly or indirectly for equipment maintenance? YES NO

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Safety

Remember, drivers deserve preventive maintenance too

Effective maintenance strategies involve virtually every part on a truck. There's a good reason. Properly maintained components will always help to avoid the costs of unexpected downtime.

The health and well-being of the person behind the wheel deserves an effective maintenance strategy of its own.

When you think about it, the choices of a proper diet, exercise and other healthy habits are all known to have an effect on the likelihood of injuries and collisions that can occur over time.

Consider the difference made by the choice of food alone.

Every option can have an impact on fatigue, affect the body weights that contribute to stress-related injuries, and lead to the health issues that take workers off the job.

While the realities of the long-haul trucking industry can present a number of challenges to a driver's health, it is possible to maintain a healthy lifestyle on the road.

A choice of proper food at a truck stop is a good place to start. *Canada's Guide to Healthy Eating* indicates that an adult's daily diet should consist of five to 12 servings of grains, five to 10 servings of vegetables and fruit, two to four milk products and two to three servings of meat or alternatives.

A quick survey of any truck stop buffet will certainly identify a number of less-than-healthy options (gravy is not recognized as one of the food groups), but there are alternatives to be found. Sugary foods such as french toast can be avoided in favour of fruits, salads or oatmeal during a breakfast break.

The fatigue-inducing starches, such as a plate full of pasta, can be passed by in favour of larger servings of vegetables.

And when it comes to choosing meat, options such as fish or chicken will be better than a pile of roast beef.

The choice of snacks and drinks found in a cab will also have a dramatic impact on driver health. Foods such as fruit and granola bars will always be a better option than a bag of chips and chocolate bars.

In addition to having an impact on general health, these choices can have a direct impact on driver fatigue.

The same heavy meals that cause a driver to feel sluggish in the short term can also lead to the long-term weight problems that contribute to conditions such as obstructive sleep apnea. (Officials in the US have even mused about mandating related screening programs for all drivers).

Many drivers may even be surprised to learn that caffeinated drinks can actually work against fatigue management strategies. The same cup of coffee or tea that offers a short burst of wakefulness can have an impact on sleep patterns many hours later when it comes time to climb into the bunk.

Ask the Expert

Evelyn Cartmill



The drinks are also classified as the diuretics that can lead to headaches and stress the heart.

Just like the choice of a proper diet, a focus on exercise can have its own dramatic influence on a driver's health.

A commitment to walking around the truck stop or warehouse before returning to a trip will certainly help to promote better health in general. It also offers an important opportunity for stretching techniques that will help to reduce stress-related injuries.

It isn't the only way to reduce the frequency of the latter issues.

By taking a few moments to properly adjust a seat and mirrors, drivers can play a key role in addressing back problems.

The seat, for example, should always be set so that the knees sit slightly higher than the hips.

The headrest should also be positioned so that it does not push the head forward.

Simply by pulling a wallet out of a hip pocket, a driver will also help to reduce unwanted pressure on the nerves in the legs.

When it comes time to climb out of the cab, meanwhile, it is better to adopt a three-point exit strategy rather than taking the leaps that can lead to twisted knees and broken ankles.

It is simply a matter of keeping one hand and two feet – or two

hands and one foot – in contact with the vehicle at all times.

They may all seem like small steps, but they will contribute to the most important preventive maintenance strategy of all. □

– This month's expert is Evelyn Cartmill, STS senior advisor, CHRP, CRM. Evelyn has served the trucking industry for over 14 years in the areas of Human Resources, Safety and Compliance. Send your questions, feedback and comments about this column to info@markel.ca. Markel Safety and Training Service, offers specialized courses, seminars and consulting to fleet owners, safety managers, trainers and drivers. Markel is the country's largest trucking insurer providing more than 50 years of continuous service to the transportation industry.

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People

Dara Nagra, CEO of Avaal Technology, was named Entrepreneur of the Year by organizers of the Road Today Truck Show May 30.

Harinder Takhar, Minister of Small Business and Entrepreneurship was on-hand for the presentation as well as local MP Gurbax Malhi.

Organizers say the Entrepreneur of the Year Award “recognizes leaders and visionaries who are creating and building world-class businesses.” Recipients must have demonstrated excellence and success in areas such as: innovation, financial performance and personal commitment to their businesses and communities.

While receiving the award, Nagra thanked his family and staff for their support. He also thanked the company’s customers.

“Our customers are like an extended family. They not only come for business, but they establish a lasting relationship with Avaal,” said

Nagra. “With their well-wishes, support, and recommendations, this award is possible.”

Avaal operates a dispatch training program which helps people launch a career in the transportation industry. It also provides guidance on how to start a successful transportation business, according to Nagra. The company also offers certifications in freight forwarding and diplomas in logistics management.

Most recently, Avaal launched a new freight management software program called Avaal Express, which can book, dispatch, deliver and track orders from the initial order through final billing, according to the company. Dispatchers can use the program to track equipment, driver activity, locations and manage TL, LTL, brokerage, split trips, cross-docking and intermodal operations, the company claims.

Josko Kovic has announced his return to the blower industry, with the launch of Blower-Tech Solutions.

Kovic says the shop, located at 2500 Williams Parkway, Unit 24 in Brampton, Ont. offers a full range of services including sales, service, installation and repair.

The facility includes a 7,000 sq.-ft. machine shop.

“I am happy to be back and looking forward to re-connecting with the industry to serve them and help them improve their bottom lines,” Kovic said. He also promised the new facility will stock an extensive inventory of spare parts for most blower manufacturers as well as genuine parts for VMS Blowers.

To contact Kovic, call 905-793-7771 or e-mail josko@blowertechsolutions.com.

A Canadian truck driver has been named a Highway Angel for assisting the victims of an overturned SUV. The Truckload Carriers Association (TCA) has honoured **Richard Rossnagel**, a driver with N. Yanke Transfer in Saskatoon, Sask., for showing “unusual kindness,

courtesy, and courage” while on the job Dec. 27, 2008.

Rossnagel was heading out of Emo, Ont. on Highway 71, when an SUV passed him and another tractor-trailer. Just after passing them on the icy road, the driver of the SUV lost control, overcorrected, hit a snowbank and swerved off the highway into an icy ditch. The vehicle flipped onto its roof and slid another 15-25 feet before finally coming to a stop, according to reports. Rossnagel and the other truck driver both stopped to help. Inside, they found a mother and daughter, both still strapped into their seatbelts; shaken, but with no serious injuries.

Rossnagel helped them climb out of the SUV through the passenger side window and then contacted his terminal dispatcher to request that authorities be sent to the scene. “The two women were very lucky to get out with no fatalities, let alone both unhurt,” Rossnagel wrote in an emergency message to his dispatcher. “The highway is like a skating rink... a solid sheet of ice.”

He and the other truck driver remained with the two women until the police arrived, followed by an ambulance, which took both victims to the hospital for examination.

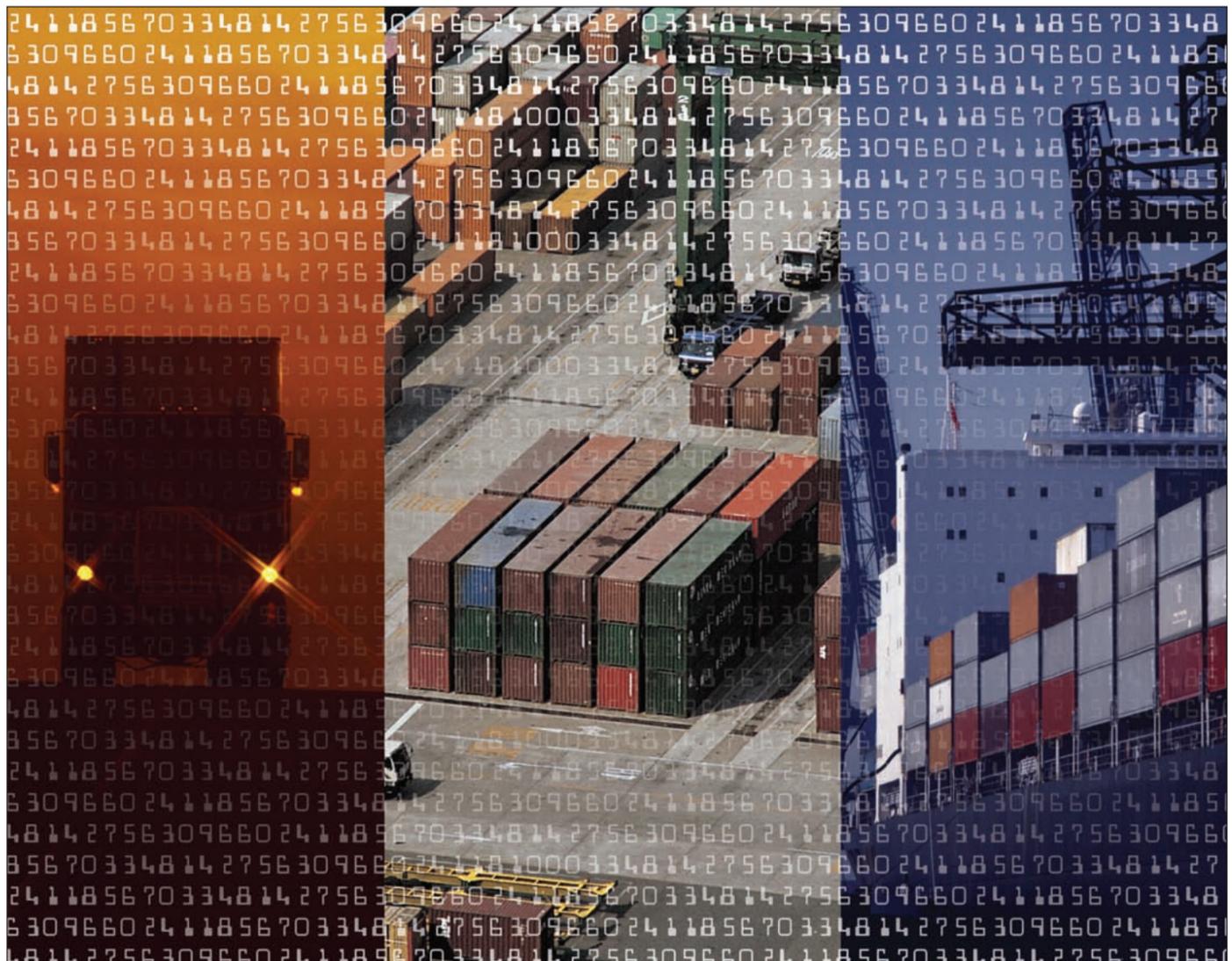
Well-known trucker **Ernest Kenny** passed away in Bathurst, N.B. on Sunday, May 10 at the age of 72. He had worked as a bus and truck driver for most of his life. He is survived by: his wife Marie (Cassie) Kenny and his four children Kevin, Julie, Pierrette, Denise; his two brothers Willie and Alexis; his five sisters Florence, Aline, Emma, Justine, and Yvonne.

He also had four grandchildren: Sean, Kristine, Michael, and Brandon. He has one great grandchild Shannon.

He was a great asset to the trucking industry and will be missed dearly by all of us who knew him.

Most recently, he hauled gravel. Donations can be made to Canadian Cancer Society or Heart and Stroke Foundation.

– Obituary submitted by Jeffrey Showers □



When the going gets tough, the tough get smarter

If there was ever a time to find ways to run your business more efficiently, now is the time.

So, where do you find accurate information about industry trends and future estimates for shipment volumes, rates and surcharges, so that you can plan your operation accordingly?

Where can you find stats that allow you to compare your trucking operation to others, so that you can identify potential problems and opportunities for your business?

Look no further, *Truck News* and *Truck West* are about to publish a comprehensive guide for trucking and transportation professionals, called “Inside the Numbers” – a snapshot of expectations

for shipment volumes, rates, surcharges and capacity concerns based on detailed research of shippers operating in several industries.

- What can your trucking operation expect in 2009?
- What are the business trends that are changing your industry?
- What are the strategies shippers will be using to stay the course in 2009?

This timely report will provide you with a wealth of knowledge that you can use to guide you through the difficult year ahead.

If you’d like to reserve your copy of the “Inside the Numbers” report, send an email to kratray@ctl.ca.



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Opinion

Crossing the border used to be easy

At one time, crossing the border to the south by car was a given. A simple verbal confirmation of your citizenship was all you needed to make it to the land of cheap booze and chicken wings.

The standard questions were: Citizenship? Where are you going? How long will you be there? And finishing up with 'Have a good trip.'

On the way back it was: Citizenship? Where were you? How long were you gone? What are you bringing back? Welcome home. (I'll never forget our answers for one special trip...Canadian, Florida, the weekend, five plastic Florida pencils to prove we went, no we're not kidding). My how things have changed.

Since 9/11, we are consistently being subjected to new cross-border criteria. The other day I downloaded the *Applicants Guide* for the new Ontario Enhanced Driver's Licence (EDL). Between business and my in-laws, I figured that possessing one would allow me to leave my passport at home.

They are designed to fit in your wallet, a good thing considering I've been known to lose certain documents that border guards now deem important while on the occasional wayward road trip.

The EDL displays your citizenship with the letters 'CAN' on the top right of the card. Some sort of radio frequency chip is also embedded in the licence. Border guards will scan your licence to confirm your identification number. In turn, that information is transmitted to the US

Publisher's Comment

Rob Wilkins



Customs and Border Protection network, who then contact the Canadian Border Services which then responds.

The end result gives you the thumbs up or thumbs down. Sounds like a long, complicated process but in reality it takes place within a matter of seconds. Scary stuff. There is a snag here. If you get suspended from driving, you must immediately surrender your EDL in person to a ServiceOntario office.

If you are relying exclusively on that EDL to get you into the States, don't be surprised when you get turned back.

You will still need a valid passport or Nexus card to enter the US by air. I'm not sure why, but they must feel these cards offer a higher level of security. I do know that a passport is more expensive than an EDL, the main advantage being that they are an acceptable entry document for most countries around the world.

If you're heading south for a summer vacation don't forget the EDL, with the CAN or the CBS will contact the CBP. Good grief. □

- Rob Wilkins is the publisher of *Truck News* and he can be reached at 416-510-5123.

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Thursday July 23, 2009
 Terri Clark concert in Diamond Entertainment Area
 Local truck pulls - gas and diesel
 Trade show
 Robertson Amusements / Family Fun Zone

Friday July 24, 2009
 Loverboy - Trooper concert
 Live music in Diamond Entertainment Area
 Empire State Pullers and GLTPA
 Trade Show
 Truck News "Owner Operator of the Year" award
 Robertson Amusements / Family Fun Zone

Saturday July 25, 2009
 Garden tractor pulls
 Highway Tractor pulls
 Great lakes Truck and Tractor Pullers
 Empire State Pullers
 Live music in Diamond Entertainment area
 Doc Walker concert
 Trade show
 Robertson Amusements / Family Fun Zone
 Beef BBQ
 Saturday Night Light Show

Sunday July 26, 2009
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 Live music in the Diamond Entertainment Area
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Fleet News

Bison Transport celebrates 40th

WINNIPEG, Man. – Bison Transport is celebrating 40 years on the road this year. The company, owned by Duncan M. Jessiman, has risen from modest beginnings to become one of Canada's top transportation companies. The business began in the late 1960s when Duncan's father Peter started running a local cartage and warehouse operation in Winnipeg that became Jessiman Brothers Cartage Limited.

Duncan soon learned the ropes of the family business and after graduating from the University of Manitoba, he started up his own company, Bison Transport, in May 1969.

Though it began as an 18-truck, 32-employee operation, Bison now operates more than 1,050 tractors, 3,000 trailers and employs almost 1,600 professional drivers and transportation staff. Operating terminals throughout Canada, Bison runs several divisions, including dry van, long combination vehicle, refrigerated, asset-based logistics, intermodal, and warehousing and distribution.

"We've made a commitment to people in our mission, our culture and our daily processes, and we're proud to continue on that path," Jessiman said. □

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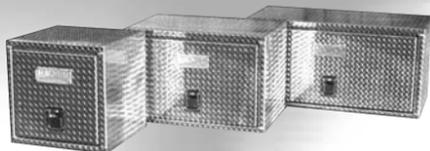


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THOU SHUNT NOT KILL!

Mark Dalton: Owner Operator

FICTION

Part 3

By Edo van Belkom

The story so far:

Mark is on his way to a huge truck yard near Vancouver. He calls Bud, but his dispatcher has no loads for him and none on the horizon. When Mark reaches the yard, there are cops everywhere investigating a murder. Mark parks his trailer and manages to wedge it into a very tight spot. The yard manager sees Mark park his trailer and is so impressed, he offers Mark a job as shunt driver to replace the driver who'd recently been killed in the yard.

Mark gets checked out on the controls of the Ottawa shunt truck he'll be driving and gets some instruction from another of the shunt drivers in the yard. With time, he gets the hang of the job and begins to enjoy the work. At break time, he buys a coffee and sandwich from the catering truck that visits the yard and the coffee man on the truck tells him a bit about the shunt driver, who Mark now thinks was murdered...

Mark had settled in nicely to the job of shunt driver and began to realize that there were a lot of things that made shunt driving a very attractive job. For example, even if you did shift work, those shifts were regular and you could plan on being home every day, every night, or on weekends. You also never had to worry about a weigh scale or border crossing again and those were things Mark found most appealing.

Another thing he liked was the fact that there were a lot of challenges to the job, especially getting trailers to their required destinations in the least amount of time possible. Mark was proud of the fact that no-one in the yard had ever had to wait on him yet. He knew the time would come when the shipper would be standing on the dock waiting for him – a yard this size couldn't possibly operate without a few snags – but so far so good. Mark also took pride in his ability to spot trailers within just a few inches of each other. In fact in one section of the yard, where there had once been 11 trailers, Mark had been able to fit 12. There was also something to be said about organizing the entire yard and ensuring everything was in order for the driver who took over from you. If you left him a mess you could be sure that he'd leave you a similar mess in the morning. It was like being part of a team and that was something Mark missed being on the road so much.

But as well as Mark was doing the job, he was still confounded by a few sections of the yard that housed rogue trailers that never showed up on his assignment screen. They were all relatively new trailers, but they just sat there doing nothing. That didn't seem right, especially in such a busy yard. He was about to get out of his truck and check out a section of rogue trailers when a truck pulled up beside him

and the driver rolled down his window.

"What's going on?" the driver said, sitting behind the wheel of a seemingly brand new Freightliner.

"Can I help you with something?" Mark asked, not liking the man's tone. As good as the job was, you still had to deal with a wide variety of drivers and not all of them were friendly. In fact, Mark was beginning to feel like all he would ever run into on this job were angry and bitter drivers who hated their work and were one load away from losing their trucks.

"You the new shunt driver they hired to replace Billy?"

"Yeah. Who are you?"

"Just a driver that delivers to the yard."

"Did you know Billy?" Mark asked.

"I knew him to see him, but other drivers I know knew him better."

"What was that supposed to mean?" Mark wondered. "Too bad about him, eh? I mean, he had a wife and kid and another one on the way."

The driver shrugged. "Sometimes people are too stupid for their own good and they get what they get."

With that, Mark knew he was talking to someone who knew exactly what had happened to Billy. Mark thought carefully about what he should say next. "So he didn't play ball, is that it?"

"Exactly. All he had to do was say 'yes' and it would have worked out great for everybody."

Mark shook his head, playing along. "What are you gonna do? Some guys don't know a good thing when they see it."

The man's expression suddenly changed and he was now dark and threatening. "And you do?"

Mark didn't let the man's mood swing affect him. "I don't want to work all my life, if you know what I mean."

"So you might be open to...an arrangement?"

"What, with you?"

"No. I'm a sort of courier. You talk to me, I pass the information along."

"Well, I've got an open mind."

"Very good."

"What do I have to do?"

"Not much." A pause. "For example. Say I brought you a trailer tomorrow and it's missing some paperwork. You might park it in this yard for a day or two while you do up the papers for it. Then you give the trailer back to me when the paperwork's all in order and the load is squeaky clean."

"Sounds easy enough. What's in it for me?"

"A few grand to start. After six months, maybe a few more."

"Could turn out to be a lot of money," Mark said. "Do I want to know what's in

the trailers?"

"It's better you don't."

"So, Billy didn't go for this?"

"He did at first, then he changed his mind. Said he was going to the police."

Mark laughed under his breath. "Idiot."

"Yeah, well, he had plenty of warnings."

"If the money's as good as you say, I'm in."

The man smiled. "Good. Very good. I'll be back in a couple of days with the money. In the meantime, I'm looking for a trailer that was brought in when Billy was still driving." The man got out and climbed down from his truck and handed Mark a business card with his contact information on one side, and the handwritten code number of a trailer on the other. "You find that trailer in the yard and the money's yours."

"I'll find it," Mark said. "And when I do, I'll call you."

"Ah, you'll do fine," he said as he climbed back into his truck. "I knew the next driver wouldn't be as stupid as Billy was."

"You don't have to worry about me," Mark said. "I'm smart. Real smart."

"Good," the man said, rolling up his window. "I'll see you in a couple of days."

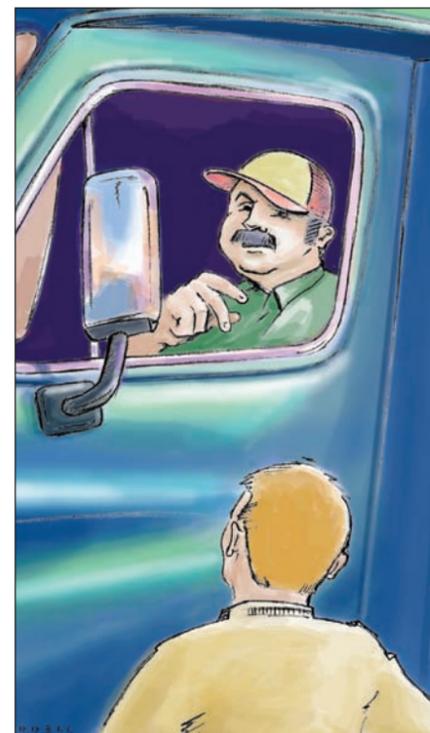
"I'm looking forward to it," Mark said under his breath.

This job just kept getting better and better and better.

Mark thought a long time about what the man had told him about trailers in the yard and Billy's death. Obviously, there were a number of trailers in the yard that shouldn't be there and weren't in anyone's record books. And it went without saying that the items in those trailers were highly illegal and anyone implicated in their transport or storage would likely face some serious jail time.

But where were those trailers? And what would Mark do if he found one? He'd thought a lot about that too in the last little while. He had an idea, but it was better not to think about such things until he had to ... like when he actually found one of the trailers.

Later in his shift, with all of his assigned moves completed and the yard slowing down for the weekend, Mark had an hour or so to scour the lot for the missing trailer. He decided to start in one of the sections where the trailers didn't seem to move. Beginning with the farthest trailer on the left, he pulled out a blank sheet of paper so he could write down the identification numbers on the trailers and containers so he could check them with the master list of trailers in the office. He began copying down the numbers.



ID36-35
NXOP-0912
HP676-0003
E5521X
RTLH-05
E782HHQ

Mark stared at the paper in front of him for the longest time, noticing something strange about the identification codes, but not sure what it was. And then it hit him. If he took the first letter of each code, they spelled the words, "IN HERE."

It was strange, to be sure, but there were so many letters used in ID codes, it could still be nothing more than a curious coincidence. But the thing that convinced Mark that this was a message from the previous shunt driver, Billy, was that the last trailer on the right belonged to a forwarding company that had a huge arrow on the side of it. In effect, the trailers all joined together to create one huge sign revealing the location of the missing trailer.

Intrigued, Mark parked his Ottawa out of the way and went for a walk to investigate. When he reached the trailer that the arrow pointed to, he pulled a small pair of bolt cutters from a jacket pocket and cut the seal. Then he set about opening the trailer's barn doors for a quick look inside.

And there, standing in front of him like some castle fortress was a wall of tightly packed cellophane bricks. Hash, thought Mark, or cocaine or marijuana, or something similarly illegal and worth a lot of money. They must want this stuff real bad, thought Mark. And that gave him an idea about what to do about it. □

- Mark Dalton returns next month in the conclusion.

The continuing adventures of Mark Dalton: Owner/Operator
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BOWMANVILLE, Ont. – Truck drivers from across North America hopefully put their best foot forward in early June, when officers at more than 1,000 locations were out taking part in the Roadcheck 2009 safety blitz. The annual three-day event has officers conducting Level 1 inspections and other enforcement activities in an effort to promote the mechanical fitness of highway trucks.

In 2008, the inspection results indicated a healthy improvement from the previous year's blitz, so either drivers are getting wise about safety or wise to when enforcement officers will be on their backs. *Truck News* went to the Fifth Wheel Truck Stop in Bowmanville, Ont. to see if blitzes like Roadcheck really improve highway safety – or if it's just a mirage.

• **Ken Davidson**, a driver with Wilburn Archer Trucking in



Truck Stop Question

Adam Ledlow
Managing Editor

Do publicized blitzes like Roadcheck really improve highway safety?



Ken Davidson

Norwood, Ont. says safety events like Roadcheck often get desirable results – but they shouldn't

be publicized.

“(Roadcheck) gets all the junk off the road and I see a lot of nicer equipment going up and down the road now as compared to even 10 years ago,” he said. “It just depends on how you want to look after your equipment; if you want to keep it off the road for that three days and take your chance and go out again.”

The driver of 24 years added that he keeps tabs on his own truck and his logbook 365 days a year to make sure everything's in check so he's always ready for an

enforcement blitz.

• **Garet Steenburg**, another driver with Archer in Norwood, says enforcement officers seem to be doing their job well enough, however brief the inspection may be.

“They might improve safety a little bit, but I got pulled over and I just showed them my paperwork and away I went. He tried to get me before the exit and he got me after the exit,” he said. “But overall, what they're doing is about right.”



Clare Chapman

Clare Chapman, a driver with Chem-Ecol in Cobourg, Ont., says that whether or not drivers scramble to get their equipment in shape – or sometimes off the road entirely – in time for Roadcheck, at least it raises awareness that drivers should keep their trucks in top-notch shape.

“I think it's a surprise all year long and (Roadcheck) is maybe a reminder, that's all. The scales are open all year so it's always a surprise,” he says.

“You never know what's going to happen out there (so) you should always have your equipment in 100% working order. It's the only way to travel.”



Conrad Brady

Conrad Brady, a driver with Harris Transport in Winnipeg, Man., says he thinks Roadcheck helps keep highways safe – even if it's just for a little while.

“To some degree I think they (keep highways safe) because a lot of guys start behaving themselves and start making sure they're doing things properly. On the other hand, there's a lot of guys that weasel their way through it and just fix things so it looks good. I think to some degree some should be publicized and some should not be,” he told *Truck News*.

As for himself, Roadcheck doesn't do much to influence his daily routine.

“I don't need the government to tell me how to be safe. My opinion on the laws is that people follow them because they are the laws. To me the laws are as much as my conscience if I end up killing somebody. I don't want to live with that so I just do things properly to begin with.” □

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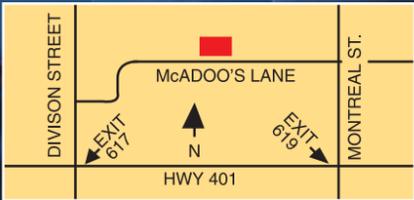
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