

TRUCK NEWS

August 2009 Volume 29, Issue 8

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



Photo by Jeff Mitchell

NO CLOSURE: Nicole, wife of murdered truck driver Donald Woods, struggles to come to terms with his senseless killing.

Case closed

Three years after an unthinkable crime rocked the trucking community, justice is served. But there's no closure for victim's wife.

By Jeff Mitchell

WHITBY, Ont. – The truck sat unnoticed for two days on an access lane behind a Wal-Mart store. Shoppers and workers came and went,

paying no mind to the rig.

It was a humid Friday in June when police in Pickering, acting on a report of an apparently abandoned vehicle, arrived to investigate.

A grisly scene awaited them. Lying on his right side on the blood-spattered sleeper bunk, his arms twisted awkwardly behind his back,

Continued on page 8

Maintenance not just for equipment

Winner 'a good mediator who values human relationships'

By Julia Kuzeljevich

MILTON, Ont. – It took two official ceremonies to award this year's Volvo Trucks Canada 2009 Fleet Maintenance Manager of the Year, but he finally collected on all his prizes.

Don Coldwell, district service manager with Volvo Trucks Canada, announced the name of the recipient, Ben Vandespyker, maintenance manager for Active Transport at the 46th Canadian Fleet Maintenance Seminar (CFMS) on May 28. Vandespyker, a father of two, was called out of the country unexpectedly at the time, and his daughter Lisa accepted a plaque on his behalf.

So Volvo Trucks Canada, and our WebTV show *Transportation Matters*, followed up with Vandespyker on June 18 as he was awarded with a commemorative ring at Active Transport's Milton, Ont. facilities.

This official presentation was followed by a luncheon.

Presenting the ring, Coldwell noted that mentorship, which he

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This year's Truck News/Chevron Charity Golf Event raised over \$17,980

And fulfilled the wishes of two deserving children!



See pages 24-25

Inside This Issue...

- **Are your reefers ready?:** A California reefer rule has been delayed – but it's coming. What you need to know. Page 20
- **Yard mules:** On-road editor Harry Rudolfs leaves the open road behind for a couple days to test drive shunt trucks from each of the manufacturers. How did they measure up? Page 34
- **Head-turners:** Check out the winners of this year's PMTC/3M competition awarding the best in fleet graphics – undoubtedly the industry's most colourful awards. Page 38
- **Thou shalt not kill:** Mark Dalton gets more than he bargained for when he lands a shunting gig. Page 44

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We mustn't ignore owner/operator concerns

Well, this is a first. One of the finalists for the prestigious *Truck News* Owner/Operator of the Year award has respectfully withdrawn from the running due to his disillusionment with the industry.

Without revealing his name, I'm going to turn the majority of this space over to him this month – because I think he has a very important message, more important than anything I could write in its place. The following are some excerpts:

After due consideration I would like to withdraw from your selection process. I'm sure you have many nominees who are more deserving and worthy of the award.

I have been in the trucking business for 31 years. While I enjoy what I do, the "fun" has gone out of the job. I'm currently driving an old truck, a 1999 Freightliner with two million plus kilometres on the clock.

I have no desire to buy a new truck with all the pollution (controls) on them, with a big payment for the next five years and probably burn more fuel as well.

I'd much rather keep fixing the old truck and be able to take holidays a couple of times per year, instead of working like a slave to make ends meet.



Editorial Comment
James Menzies

To my way of thinking, the trucking industry has been declining for many years now. I feel owner/operators especially are a dying breed. We're expected to do more and more and get paid less and less. If anything happens, we're guilty until proven innocent. The safety rules and regulations seem designed more for collecting fines than for safety. In the event of an accident there is a hoard of lawyers ready to pounce like a flock of vultures.

The new hours-of-service coupled with electronic on-board recorders and GPS tracking has removed all flexibility in the system, while allowing drivers to work 84 hours in seven days instead of the former 60 hours. As far as speed limiters on trucks go, I set my cruise control for 97-98 km/h, but on the rare occasion I have to put my foot in it to get around someone, I don't need a computer chip telling me I can't.

If speed limiters are such a good

thing, why don't they limit the four-wheelers too? It would cut down on street racing and high-speed police chases, don't you think? (Newsflash: trucks are not the problem!)

I can't see why any young person with any options at all would want to get into this industry, with the pay rates, the working conditions, and the lack of respect from John Q. Public and the politicians being what it is.

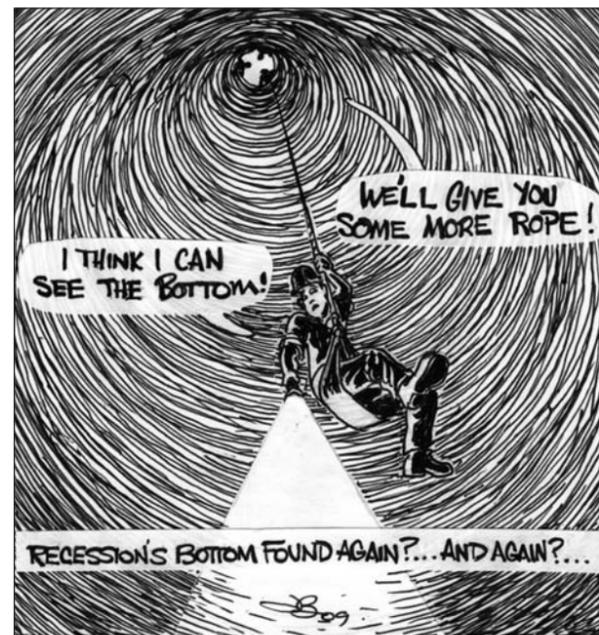
As for myself, I am just putting in time until I qualify for early retirement with Canada Pension. Once I get that monthly cheque, I will decide whether to stay in this industry (unlikely) or do something completely different (probably). So you can see, you more than likely have nominees that are more worthy than I am for the Owner/Operator of the Year Award.

The good news is that, we had no shortage of very qualified and deserving finalists from which to choose. Join us at the Fergus Truck Show on the main stage the

evening of July 24 to celebrate this year's winner. The bad news is that this finalist quite eloquently summed up the frustrations he and many of his brethren are feeling. Even some of the best owner/operators have had enough, it's not just a handful of malcontents.

We need to listen to their warnings, before it's too late. □

– James Menzies can be reached by phone at (416) 510-6896 or by e-mail at jmenzies@trucknews.com. You can also follow him on Twitter at Twitter.com/JamesMenzies.



Get in the loop, stay in the loop

When I was handed the editorial director's job of Transportation Media more than five years ago, I made two promises to myself, our staff and our readers: First, that the publications in our group (*Motortruck Fleet Executive*, *Truck News*, *Truck West* and *Canadian Transportation & Logistics*) would make every endeavour to reach out to readers in as many innovative ways as possible.

And two, that we would evolve into a multi-media company capable of telling a story in the best way for that story to be told. In other words, although the print products would remain our core, we would make every effort to engage our audience in ways that went far beyond that.

That has led us on quite a ride in recent years as we added more and more features to our Web sites (ctl.ca and trucknews.com), published special supplements on key is-



Viewpoint
Lou Smyrlis
Editorial Director

issues, conducted and shared research, spoke at industry events, wrote blogs, produced a weekly WebTV show, put on an annual golf tournament and organized educational seminars. And from the attention these new ventures have received, it's clear you believe us to be on the right track.

The next stop on this ride is Twitter. If you are not familiar with this new form of communication, it's basically technology that allows people to send short (140-character maximum) updates to anyone who wants to "follow" them.

I have to admit, this new technology left me quite skeptical at first.

To begin with, it suffered from what all these new electronic platforms do: a really stupid name for anyone over the age of 40 (maybe even 30). I mean, how serious does "Twitter" sound to you? I also wondered why people would want to read short bursts that are the equivalent of a couple of sentences. And to some extent I still think that part is true. If the 140-character update is an update on what someone is having for breakfast, frankly I don't give a damn and never will. And I doubt any of you would either.

But what if that update was about some breaking news story and provided a link to find out more? What if that 140-character update let you know before anyone else what some important industry person we've just interviewed had to say on a key topic? What if it was a heads up that we will be interviewing a key person and that we could pose some of your

questions if you send them to us.

It's a great way to get in the loop and stay in the loop. As with all new communication tools, I view Twitter as an experiment, but I'm betting you will find it useful. I've just started "tweeting" myself (as have executive editor James Menzies and managing editor Adam Ledlow). So far I've posted information about a range of topics from what a senior economist had to say about the economic recovery and what Volvo's president had to say about sustainable transportation to the latest trends on transportation rates and surcharges and Class 8 truck sales.

You can find us at:
Twitter.com/LouSmyrlis
Twitter.com/JamesMenzies
Twitter.com/AdamLedlow □

– Lou Smyrlis can be reached by phone at (416) 510-6881 or by e-mail at lou@TransportationMedia.ca. You can also follow him on Twitter at Twitter.com/LouSmyrlis.

Did you know?

Do green concerns influence transportation buying?

There is much industry debate whether the sustainable transportation practices adopted by leading Canadian carriers are making much headway with shippers. Many carriers have complained that although such practices are making them more efficient and better able to reduce their costs, shippers in general are not using them to differentiate carriers in their selection process. Yet sustainable transportation strategies and practices are making headway. When selecting a transportation service provider,

When Selecting a Transportation Service Provider...

	2008	2007	2006	2005
Do you consider any environmental factors that reduce greenhouse gas emissions?	48%	26%	17%	20%
Do you consider any environmental factors that reduce air pollutant emissions?	45%	29%	NA	NA
Are you aware if they use hybrids or alternative fuels?	38%	53%	33%	40%
Do you consider the age of the engines in the carrier's fleet?	30%	32%	28%	25%

shippers are starting to consider environmental factors that reduce greenhouse gas and air pollutant emissions, as a survey conducted on behalf of the Canadian Industrial Transportation Association indicates. Close to half of shippers surveyed said they took environmental factors into consideration

when selecting their transportation service provider. Close to a third of shippers said they consider the age of a carrier's truck fleet in making their purchasing decision, an interesting point considering many cash-strapped motor carriers are currently running some of the oldest fleets of the last decade. And almost four

in 10 shippers said they were aware of hybrid engine technologies and alternative fuels, another area motor carriers have been wondering whether their investments are being noticed. □

CLASS 8 TRUCK SALES TRENDS

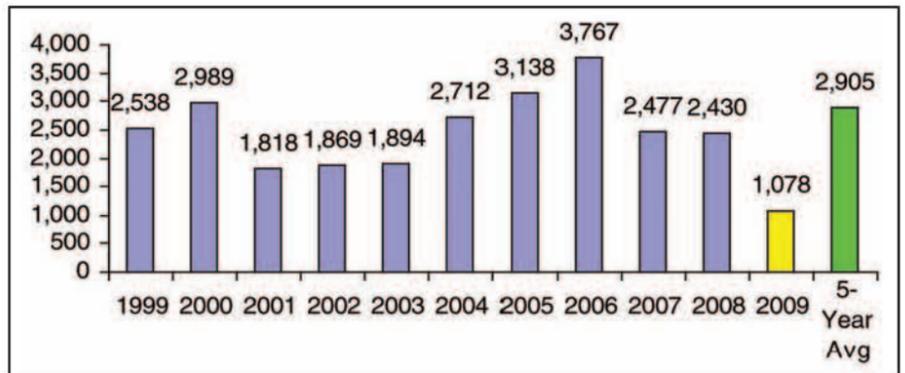
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The blood bath continued in May on the Class 8 sales front. There were just 1,078 Class 8 trucks sold in Canada in May, which was by far the lowest May sales tally for the decade. It was also about 1,800 units off the five-year average. (It should be noted that five-year average includes the industry's peak years of 2004 to 2006.) April's sales of just 1,197 also marked the lowest April sales in a decade. The industry's excess capacity situation combined with an economy that continues to slump is resulting in a significant drop in sales even from last year's lackluster performance and the first five months of 2009 proved even worse than expected.

Monthly Class 8 Sales - May 09

OEM	This Month	Last Year
Freightliner	299	381
International	270	534
Kenworth	149	412
Mack	82	212
Peterbilt	47	272
Sterling	81	235
Volvo	136	246
Western Star	80	138
TOTALS	1,078	2,430

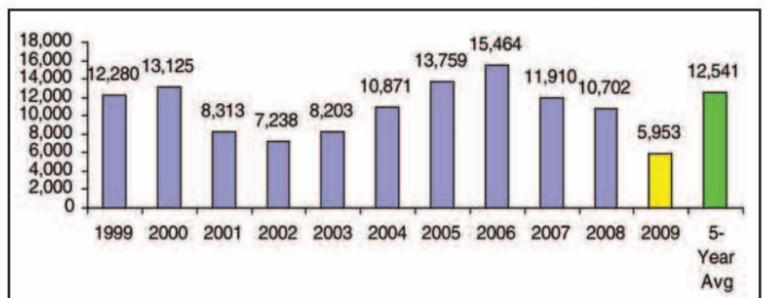
Historical Comparison - May 09 Sales



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

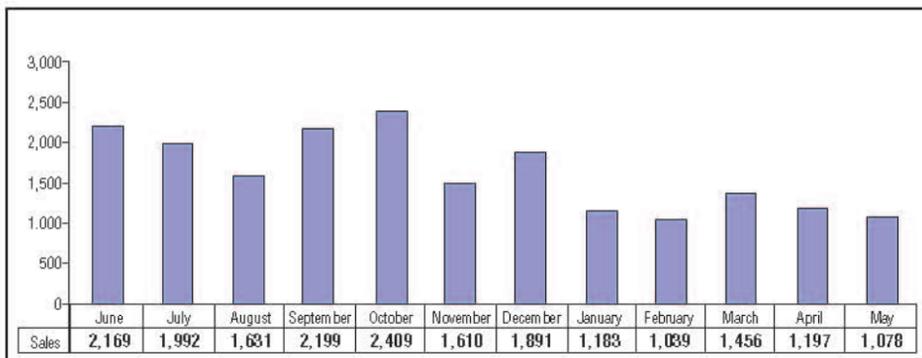
OEM	BC	ALTA	SASK	MAN	ONT	QUE	NB	NS	PEI	NF	CDA
Freightliner	69	154	65	81	496	291	92	64	0	3	1,315
Kenworth	77	172	45	37	107	144	18	12	0	0	612
Mack	22	49	44	33	247	60	17	9	0	0	481
International	62	251	34	61	740	412	59	35	10	19	1,683
Peterbilt	29	80	36	17	56	54	12	5	0	0	289
Sterling	63	65	17	5	132	170	17	5	1	3	478
Volvo	33	60	38	104	258	89	22	35	0	2	641
Western Star	49	142	24	19	79	71	30	39	0	1	454
TOTALS	404	973	303	357	2,115	1,291	267	204	11	28	5,953

Historical Comparison - YTD May

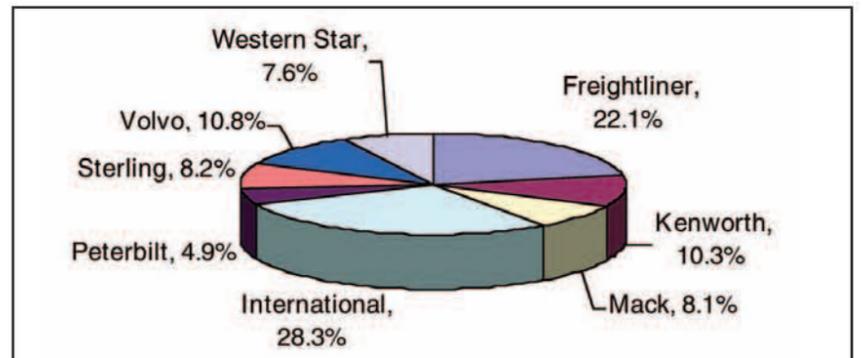


This year's truck sales definitely started off with a whimper. In fact, the first quarter of 2009 has proven to be the quietest first quarter in terms of sales of the past decade, coming in about 100 units below the 2002 total. Just three months into this financially challenging year and sales were more 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 second quarter with first April and now May rolling in very anemic numbers. With just 5,953 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



Looking back over the past 12-month period and also looking ahead to the conclusion of the second quarter in terms of Class 8 truck sales, it is difficult to feel any confidence for an immediate surge. Sales for the first quarter were anemic and the second quarter is looking worse as an expected uptick in summer freight does not appear likely. Sales have not hit the 2,000 unit mark since October of last year, despite the fact this was supposed to be a pre-buy year. Last year was far from a banner year but April, May and June did show 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 retains its lead in this downward market, controlling 28% of Class sales in the Canadian market YTD. But Freightliner, a former front runner for many years, is at 22% of total sales and appears poised to close the gap. 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 just over 10%. Volvo is the only truck manufacturer other than Freightliner, International and Kenworth with more than a 10% share of the market.

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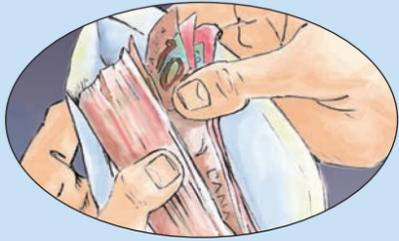
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Canada

National driving championships fall victim to economic decline

By James Menzies

LANGLEY, B.C. – The recession has claimed another Canadian trucking victim: the 2009 National Professional Truck Driving Championships. The organizing committee called off this year's national event, which was slated to take place in Abbotsford and Surrey, B.C. in September, due to a lack of sponsorship.

"We had such optimism for hosting the 2009 event, when we left Ottawa last September. Sponsors were already committed to support our event and the venues were in place," said Shaun Garvey, chairman of the B.C. organizing committee.

"Then, the bottom dropped out. The economic crisis hit everyone hard: our sponsors, our industry – everyone was affected. After months of open consultation with our national group, hearing what the other provinces were experiencing with their provincial events, we had no other choice but to cancel this year's event."

Meanwhile, the event is facing challenges even on the provincial level. The Saskatchewan Trucking Association cancelled its version of the truck driving championships altogether.

"We looked at it long and hard with our industry, but the consensus was that many sponsors could not justify contributing to such an event,

in light of the serious economic downturn," said Al Rosseker, STA executive director. "Even though Saskatchewan is not fully feeling the economic slump, our members are directly tied to moving freight east and west, north and south. We're a bellwether industry; when the trucks aren't moving, the economy's not moving."

When the STA found out the APTA and others would not be sending their provincial winners to the national event, the association decided to pull the plug on its event entirely.

"It's an expensive proposition holding provincial competitions, then sending a team to the nationals," Rosseker said. "Sponsorship dollars are drying up. It's unfortunate, but amassing volunteers, sponsors and driver competitors just isn't flying right now in an industry that's experiencing layoffs, wage freezes and rollbacks, thin profit margins and far fewer loads moving."

The STA is planning on resuming its provincial event next year, although it may have a different look.

"We're reviewing how the event comes together and what it stands for in terms of promoting driving safety among our membership," Rosseker said.

Quebec also pulled the plug on its provincial championship and

has rescheduled for 2010.

The Atlantic Provinces Trucking Association and its counterparts in B.C., Alberta, Manitoba and Ontario each went ahead with their provincial truck driving championships. However, many jurisdictions noticed a decline in participation.

The lack of coast-to-coast participation in the national championship along with the decline in sponsorship left organizers with no choice but to cancel the nationals, Garvey explained.

"With the reduction in sponsorship commitments, we looked at every option to allow us to continue with the event this year," he said. "When other provinces weighed in, some were not holding their provincial events; others were not supportive of a national competition without attendance from all of the provinces. We crunched the numbers again and again, but each time, the viability of the event was in question. We owed the sponsors that stuck with us, the fleets that send their drivers to compete and the drivers that would attend full value for their dollars. The economics just weren't there!"

The 2010 National Truck Driving Championships are slated to take place in Manitoba, and organizers are hopeful the industry will be enjoying better times by then. □

Convoy for a Cure continues to roll

Four all-female convoys set to roll

By James Menzies

CORNWALL, Ont. – This convoy is gaining a lot of momentum. What began as the brainchild of professional driver Rachele Champagne as she motored down the 401 one night in a small convoy including two other female drivers, has now grown into a North America-wide event.

The first all-female Convoy for a Cure, aimed at raising money for breast cancer research, garnered a lot of attention last October after 29 drivers raised \$15,000. This year, Champagne said there will be three Convoys for a Cure: the original in Cornwall, Ont. on Oct. 3; another in Edmonton, Alta., also on Oct. 3; one in Moncton, N.B. on Oct. 17; and the first US version, which will take place in Dallas, Texas on Oct. 24. (Each convoy is held in October, which is Breast Cancer Awareness Month).

"Convoy for a Cure is going international this year," Champagne excitedly told *Truck News*. Each of the events will have a similar itinerary and a common goal – to raise money for breast cancer research.

Word spread quickly after Champagne's inaugural campaign last year, and she's been approached by female drivers from all over, who wish to contribute.

"They're all doing really well," Champagne said of the new organizers. "I can't believe how much energy the girls have and how they're putting their own hearts and souls into this. These

convoys are going to be really wicked – I can't wait to see the end result."

Kristin McCallum is organizer of the Alberta convoy. She's finding out first-hand how difficult it is to attract sponsors in an economic downturn. However she's forging ahead with the event, regardless.

"It's going slow so far," she admitted. "We're having some trouble with sponsorship, but we're going to go ahead with it regardless, just on a smaller scale."

McCallum hopes female drivers will ask their carriers to get involved as well and she's sticking to her target of 29 trucks and \$15,000 – in line with the results from the inaugural convoy.

The Alberta convoy will set out from the Husky Truck Stop in Acheson, Alta. (at Hwy. 60 and 16) and conclude at the Roadking Travel Centre in Sherwood Park. McCallum will be attending the Pro-Trucker Alberta Big Rig Weekend Aug. 29-30 to rally up some support, she said.

The New Brunswick convoy is being spearheaded by Caroline Wood.

Back at the Cornwall convoy, Champagne hopes to double last year's participation – from 29 trucks to 60 – and is confident the funds will also be increased two-fold, from \$15,000 to \$30,000 on this leg alone.

Men can't drive in the convoy itself, but they are welcomed to participate in other ways.

"The only thing the men can't

do is drive in the convoy; that was the whole point of this – to have an all-female convoy," Champagne said. "But they can sit in the passenger seat, they can volunteer, help with set-up, barbecue, clean the trucks. Lots of guys participated last year that way. We always need a hand, it's a big event."

Perhaps the biggest contribution male truck drivers can make is to help spread the word about the event, Champagne suggested.

"The best way anybody can help is to spread the word. Talk about it on the CB. Even if it's them saying 'Hey, we should go because there'll be a lot of trucker chicks'," she joked.

Participants in the Ontario convoy will gather at the Fifth Wheel in Cornwall, Ont. beginning at 8 a.m. Women will be treated to breakfast and they'll gather to clean the trucks and pose for photos. At noon, the convoy will receive a police escort down the 401 to the 730 Truck Stop in Cardinal, Ont.

There, participants will enjoy a barbecue, draw prizes and hear from some guest speakers.

Details of each of this year's convoys are available online at www.convoyforacure.com.

Or, you can also catch up with Champagne at the OBAC booth at the Fergus Truck Show July 23-26. OBAC is getting involved in the program by hosting an OOI-DA/NASCAR racing simulator at its booth and offering rides in exchange for donations to Convoy for a Cure. OBAC also promises to donate \$5 of each membership sold at the show towards Convoy for a Cure. □

Border

Multiple lawsuits filed as border bridge battle drags on

By Ron Stang

WINDSOR, Ont. – The best news coming out of Windsor-Detroit over the past month has been the Michigan Department of Transportation’s announcement that Interstate 75 is now open to traffic near the Ambassador Bridge.

The freeway opened for the July 4 weekend, allowing vehicles to no longer detour through a snake pit of city streets.

Still, for incoming traffic from Canada – including trucks – linking to the rebuilt six-lane freeway won’t be any easier, at least until fall. That’s when new ramps – also part of the US\$230 million border Gateway project, designed to tie the bridge directly into freeways like I-75 and I-96 open.

Gateway has been the most expensive road reconstruction project in recent Michigan history. It’s also among the most controversial.

That snake pit of detours could be likened to the politics that have entwined the project, mostly in the US but with some Canadian input.

At the crux of the conflict has been the Ambassador Bridge, the company that controls traffic along the 80-year-old, four-lane span.

The bridge has filed suit against the Michigan government, which in turn has sued the bridge. The bridge has also sued the US government over a planned new

border crossing down river, which would be publicly-owned. Meanwhile the US Coast Guard, the lead agency overseeing a plan by the bridge to build a second span beside the existing one, has ordered a halt to construction.

All this has some questioning whether improvements in the flow of border traffic, which have been on the drawing board for years, will be delayed further. But bridge president Dan Stamper told *Truck News* he’s confident elected representatives will step in to “mediate” and the issues “will get satisfied fairly quickly.”

The bridge is suing Michigan for a “fundamental breach” of an agreement to support the company as a partner in Gateway, including building the second span, which will replace the existing one. It says Michigan did that by “pursuing another competing” crossing, the Detroit River International Crossing (DRIC)’s public bridge. DRIC is a consortium of the Michigan, Ontario, US and Canadian governments. It says DRIC will “steal” up to 75% of the Ambassador’s lucrative truck traffic, 98% “at certain times.”

The Michigan Department of Transportation, in its suit, alleges the bridge made unilateral changes to its plaza as part of Gateway. These include lack of construction of an overhead truck ramp leading to freeways, and

building a pier that would lead to the second span, dubbed the “ramp to nowhere.”

The company in May also filed a lawsuit against the US transportation department for joining in DRIC. It said the public bridge would come ashore in an impoverished area of southwest Detroit and “sacrifice a predominantly low income, minority racial community in Detroit to avoid impacting a predominantly middle income, majority racial community in Windsor.”

Meanwhile, the US Coast Guard last month suspended the bridge’s application to build the new span over construction issues raised by Michigan.

“It’s not a cancellation,” Coast Guard spokeswoman Lisa Novak said, but the bridge cannot resume construction “until these matters are resolved.”

Stamper said the overhead truck ramp wasn’t built because the company acquired land underneath, but there will still be a dedicated ramp “as it was designed.”

The pier or ramp to nowhere actually leads to the new span, Stamper said. The same exists on the Canadian side, where a ramp dead ends near water’s edge.

Windsor politicians are also upset about the bridge’s new span, saying it will dump more traffic onto city streets and destroy part of a neighbourhood.

NDP MP Brian Masse called the bridge’s buying up of nearby homes “block busting” and said it shows the bridge company “shouldn’t be trusted with another border crossing.”

Windsor Mayor Eddie Francis said bridge management should have been “more conscious of community needs.”

The bridge still needs to complete a Canadian environmental assessment and provide a master plan for its Customs plaza.

Stamper believes adequate information has been provided and disputes there would be traffic disruption.

“Building a new six-lane bridge is just going to make less queuing and more efficiency by taking advantage of the FAST and NEXUS policies that government has set up,” he said.

Meanwhile, both Francis and Masse allude to an announcement soon on construction of the Canadian DRIC Customs plaza. “We’re weeks away from finalizing a transaction with the federal government for the plaza and the bridge location,” Francis said.

Still in dispute is the Canadian access road. The city wants more of it tunneled, to protect neighbourhoods. The province, which calls the road its “most significant single highway” at a cost of \$1.6 billion, has proposed 11 overpasses for a total of 1.8 km of tunneling over nine kilometres. □

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Investigators work tirelessly to build case against accused killer

Continued from page 1

was 35-year-old Donald Woods, a bear of a man, his body covered by a blue sleeping bag.

The cause of death was obvious: Woods had been shot in the back of the head. A forensic pathologist would find the shotgun blast had been administered point blank, execution style.

The refrigerated trailer had been shut down and was empty.

The discovery, made on the afternoon of June 23, 2006, was an utter puzzle.

As they traced his final movements, homicide detectives with the Durham Regional Police would learn Woods had left Montreal two days earlier with a load of air-chilled chicken bound for the Greater Toronto Area. It appeared the theft of the chicken, valued at \$40,000, was the motive for the brutal killing.

The homicide cops would follow that stolen cargo to food processors in the Toronto area. They would also focus on a truck stop off Hwy. 401 in Belleville, about 90 minutes east of Toronto, where Woods was last known to have been.

And they would travel to Montreal where they were welcomed into the home of Paul Cyr, a burly, heavily tattooed, convicted killer who had been released on parole five years earlier. A team of detectives and uniformed officers would spend countless hours tracking Cyr's movements, testing the statement he'd made that he'd had no contact with Woods the night he went missing. The investigative trail would ultimately lead them right back to Montreal.

Donald "Donnie" Woods was a born trucker, falling in love with the road in his teens. The hum of pavement beneath his tires would become the underlying soundtrack of his life.

"It was what made him happy," said Nicole Woods, who married Donnie in 2001 after a courtship begun at a backyard barbecue at her sister's house. "As much as it frustrated him, it made him happy at the same time."

"He liked to be his own boss," Nicole added. "He liked to be on his own and do his own thing, to set his own hours."

Of course, the lifestyle had its drawbacks. He was on the road more than he was home. He'd grab what time he could with Nicole and Alex, the stepson he treated as his own child. Donnie would drop in whenever he could at the family home near Athens, Ont., outside Brockville, and on occasion Nicole would make the half-hour trip into town to meet him when he'd pull off the 401 for a brief visit.

They made their own family time. Alex, now 16, travelled frequently with his stepdad; together they visited all 48 states of the continental US.

Nicole would ride along, too. A smile played on her lips when she recalled riding along as Donnie drove west to Calgary, then due south to Laredo, Texas. They took five weeks, wending their way through the deep south. Donnie took his time, diverting the rig along back roads, always in search



FATAL STOP?: Surveillance videos placed accused killer Paul Cyr at the 10 Acre truck stop in Belleville at the same time Woods was there. However, Cyr told investigators he didn't talk to Woods at the truck stop. Photo by Jeff Mitchell

of a view of the Gulf of Mexico.

"That was the best trip I think I've ever been on," Nicole said, her gaze far away.

But for the most part theirs was a relationship defined by time and distance. The last time Nicole saw Donnie, in the parking lot of a Brockville supermarket on the night of June 21, 2006, he loaded her vehicle with four damaged boxes containing dozens of frozen Tim Horton's muffins.

"I laughed at him," Nicole said. "There were hundreds of muffins. I said, 'What am I going to do with all these muffins?'"

Donnie promised to call Nicole before he bedded down for the night. It was going on 11 p.m. when he called, telling her he was pulling into the 10 Acre truck stop in Belleville. He said he was thinking about meeting up with a guy from a Montreal trucking firm who had offered him a job: Five days a week, day-time runs, for good money. No more lengthy absences. Sleeping in his own bed at night. He was seriously considering the offer.

"It was his dream job," Nicole said.

She would remember the phone call and the name of the company – JC Drivers – when Durham police called to tell her the husband she'd spent two days frantically searching for had been found murdered in Pickering.

The investigation into Donald Woods' murder was headed up by Durham police detectives Dave Henderson and Mitch Martin, two seasoned cops who have seen their share of violent death.

The homicide had all the hallmarks of a planned and deliberate killing. Woods appeared to have been abducted; police found plastic tie wraps in and around the truck – one of them bore traces of the victim's blood and DNA – and his wrists were bruised, suggesting, along with the odd positioning of his arms, that he had been bound. The nature of the fatal wound indicated the killer had placed the shotgun muzzle against the back of Woods' head and pulled the trigger – an execution.

And there was the missing cargo, which gave cops a viable working motive of robbery. But who would coldly kill a man for a few thousand dollars worth of chicken?

"This was truly a whodunnit," Henderson said.

Police made public appeals for tips in the baffling killing and fanned out across the GTA and beyond, attempting to track the pilfered chicken.

It was Nicole Woods, though, who got the police looking east to Montreal. She told Martin and Henderson about the job offer from JC Drivers and Donnie's planned meeting in Belleville the night he disappeared. In mid-July of 2006 Martin travelled to Montreal to question Jacques Cyr, owner of the company. He could shed no light on the mystery but told Martin his brother Paul, a driver for his company, knew Woods.

Martin phoned Paul Cyr, left a message, and just minutes later got a call back. "Come on over," Paul Cyr said. "I'll tell you what I know."

The interview was taped in Cyr's kitchen with two cops, Cyr, his wife and the family dogs crowded around the table. On the tape Paul Cyr sounds amiable and cooperative. Yes, he told Martin, he knew Don Woods, and yes, he had talked to the man about a job.

But he said he hadn't seen Woods the night of June 21, 2006.

Martin confronted Cyr with what would become a valuable piece of evidence: Security cameras at the 10 Acre truck stop caught Cyr there that night, at the same time Woods had pulled off the highway.

"From what I can see, you guys were there at the same time," Martin said.

"He never talked to me," Cyr replied.

Cyr continued his denials of involvement even as Martin asked directly if he'd played any role in the killing.

At one point Cyr mused, "Who wants to die for a box of chicken?"

The goodbyes at the end of the interview were cordial. But Martin left determined to check out Cyr's story.

Police already knew plenty about the then 49-year-old Cyr. He'd been convicted of second-degree murder in the 1987 stabbing of a Toronto man in a botched drug robbery and was released on parole in 2001 after serving 14 years in prison. But that record didn't automatically put Cyr any higher on the cops' "sliding scale" of persons of interest, Henderson said.

Rather, it was when they checked

into Cyr's movements the night of the killing that doubt was cast on his claims of innocence.

Police interviewed GTA food processors who said they'd dealt in June of 2006 with a man named Paul who promised them fresh chicken at a low price. Phone records placed Cyr in the vicinity of one of those processors – he phoned 19 times early in the morning of June 22, 2006.

Other evidence put Cyr in locations connected with the killing and the selling of the cargo.

In late October of 2006 the Durham detectives travelled once more to Montreal. This time they came back with Paul Cyr in handcuffs.

Nicole was grabbing a bite at a McDonald's in Kingston with Alex when the call came that an arrest had been made. She fell to her knees, weeping, as the other diners looked on, incredulous.

Cyr's trial for first-degree murder occurred in Whitby over two months in May and June this year. The Crown presented what it admitted was a circumstantial case. But when he made his final submissions, prosecutor Jinwon Kim urged the jury to look at the totality of the case against Cyr. The only logical inference to draw from the puzzle was that Cyr robbed and killed Donald Woods, he told them.

It took jurors just a day to return with a verdict. On June 30 they pronounced Cyr guilty. As the tense moments before the arrival of the jury crept by Nicole sat on a courtroom bench, visibly trembling. When the word "guilty" was uttered she broke down, sobbing.

At a sentencing hearing two days later Superior Court Justice Bryan Shaughnessy pronounced the obligatory term of life with no parole for 25 years, but added he'd be recommending that Cyr, now a two-time killer, never be released.

Paul Cyr, silent and inscrutable throughout the trial, spoke out at last: "I didn't kill him," he suddenly said, his deep voice reverberating through the cavernous courtroom.

Onlookers sat in stunned silence. "The jury thought otherwise," the judge shot back.

"I didn't kill him," Cyr said again, louder this time.

The judge ordered silence. Cyr spoke no more. He was handcuffed and led away.

The climactic moment in the courtroom drama left Nicole feeling empty; there is little satisfaction to be had, conviction or no conviction. It's just over for now, that's all.

"Everybody says I have closure now," she said. "Really? Do I have closure?"

She thought for a long moment as she gazed at an enlargement of a photo booth image of her and Donnie, smiling goofily. It was taken long ago, in Montreal.

Finally, she sighed.

"There is no closure," she said. □

– Jeff Mitchell is a crime reporter based in Oshawa, Ont. After covering the entire trial, he wrote this article exclusively for Truck News.

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Border

OTA warns of "traffic chaos" near Sarnia crossing this summer

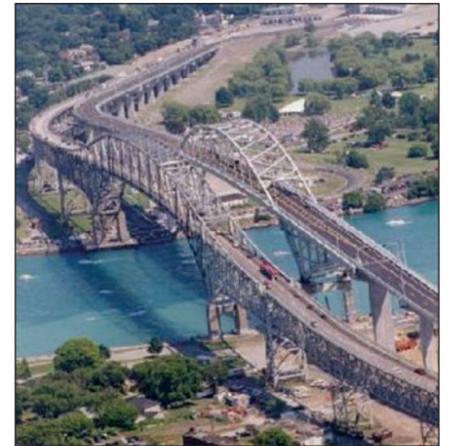
SARNIA, Ont. – The Ontario Trucking Association (OTA) is warning that construction may create traffic chaos on Hwy. 402 through Sarnia, after local politicians rejected a proposal to amend noise by-laws to allow construction to occur during off-peak hours this summer. The proposal had the support of OTA, local businesses and the Bluewater Bridge.

However, since it was rejected by city council, the OTA warns that most of the construction will now take place during the daytime, when commercial and tourist traffic is at its highest. The OTA's fear is that traffic chaos will ensue on the approach to the second busiest commercial border crossing between Canada and the US.

The association has appealed to the city to keep at least two lanes of traffic open as much as possible during peak travel periods.

About 2,000 to 3,500 trucks pass through the crossing each day. Reducing the stretch to one lane could create major backups, the OTA pointed out in a letter to Sarnia Mayor Mike Bradley.

"We recognize that residents are going to be inconvenienced one way or the other, but in our view the impacts from forcing all construction to be done during the day will far outweigh the downsides of night-time work," said OTA presi-



dent, David Bradley.

He said truckers will do their best to avoid the Bluewater Bridge crossing, but many don't have a choice.

The OTA also raised concerns about the potential of rear-end collisions as motorists come upon slow-moving traffic.

"We don't want to be alarmist but we've worked hard with the local police, the OPP, the Bluewater Bridge and the city to reduce the incidence of rear-end collisions – some of which were fatal – that had occurred in large part due to extended line-ups of vehicles waiting to cross the border. Unfortunately, by leaving MTO with no option but to conduct its work during peak traffic periods we are concerned that safety could be compromised again," said Bradley. □

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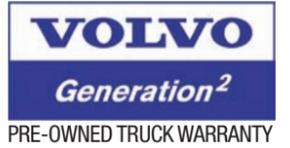
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- Across**
1. Carriers' rolling stock
 4. Irritating CB-radio noise
 9. Palindromic competition vehicle (4,3)
 10. O/O component
 11. Unit of measure on Canadian pumps
 12. '99-'06 Mack model
 14. Freight-cost component, perhaps (4,9)
 17. Moncton-based carrier
 19. Applied grease and oil
 22. Carries cargo
 23. Traffic-stopping shape
 24. "Keep the _____ side down"
 25. Hell's _____, outlaw-biker bunch
- Down**
1. Freight-terminal workhorse
 2. Disney theme park near Orlando
 3. Smokeys' signed souvenirs
 5. Truck mechanic's investment
 6. Affirmative words on cop-car radio (3,4)
 7. Tire-sidewall scuffer
 8. Truck-stop facility, frequently (7,4)
 13. One-way-out streets (4,4)
 15. On the road, in other words (2,5)
 16. Farmer's preferred pickup, perhaps (4,3)
 18. Camel convoy's desert rest area
 20. Assembly of two or more axles
 21. Carpet type in '60s hippie van

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Maritime fleets tackle fuel consumption, GHG emissions

By James Menzies
SUMMERSIDE, P.E.I. – With an objective to tackle climate change, it's little wonder the trucking industry caught the attention of environmental group the Bedeque Bay Environmental Management Association (BBEMA).

However, rather than condemning the industry for its contribution to greenhouse gas (GHG) emissions, the organization decided to work with the industry to host its very first Fuel Management Workshop and discuss ways trucking companies can reduce their environmental footprint.

With the help of the P.E.I. Trucking Sector Council, the group staged a full-day workshop May 7 to explore various ways truck fleets can reduce their fuel consumption, thus lessening their emissions. Speakers included: Oscar Telechea of Shaw Tracking who discussed how to use technology to measure the impact of fuel-saving devices and driver training; Jeff Bryan of Jeff Bryan Transport, Tom Easson of Easson's Transport and Jean St. Onge of Midland Transport, who all took part in a panel discussion on reducing idle-time and speed; Yvonne Mallet of Midland Transport, who along with Easson and Mike Hopper of Armour Transportation, talked about driver training; and Bryan, St. Onge, John Brown of J.E. Brown Trucking and Hopper, who helped navigate the maze of add-

on equipment and technology that's available.

In many cases, it was an instance of the big, successful motor carriers sharing their best practices with smaller truck fleets which may not have the resources to test fuel-saving techniques and technologies themselves.

"This was our first foray into trucking," Sue Doiran, HDDV fleet management coordinator with BBEMA, told *Truck News*. "It's not a great time for the trucking industry, we know that. But it was a great fit and we had great partners, including all the mentor companies that worked on the project and were willing to take time out of their busy days and were more than willing to share their experiences."

Smaller fleets in attendance benefited from the real-world advice shared by industry powerhouses, Doiran pointed out.

"These companies provided truthful accounts of real-life experiences, information that companies greatly valued and needed before making the decision of implementing costly changes into their businesses," she said.

The entire spectrum of the trucking industry was represented, from the giants like Armour Transportation right on down to individual drivers and owner/operators. Participants came from across the Maritimes and even as far west as Ontario, according to organizers.



FOCUS ON FUEL: East Coast fleet managers gathered recently for the first Fuel Management Workshop hosted by an environmental group.

The event also featured a small trade show – or Technology Showcase – highlighting fuel-saving devices. However, Doiran pointed out "We didn't want to push the technology, we wanted to focus on education and first-hand experiences."

Central to the Technology Showcase was a demonstration of EPA2010-compliant trucks and engines, which are virtually smog-free. At the end of the day, however, Doiran said the main message was that driver education is the most effective way of improving fuel economy and reducing emissions.

"The biggest factor in relation to the whole fuel management issue was unanimous and repeated itself throughout the day, and this was educating the driver," she said. "As great as technology is, the greatest

impact we can have is to make the driver more efficient. The truck that he drives is just the tool that he uses. It is the operator at the end of the day that is going to decide and control how efficiently he is going to operate the tool."

The event was deemed a success, and the BBEMA says it plans to continue working with the trucking industry to promote environmentally-friendly transportation.

"We hope to do it again," said Doiran. More info is available online on the Fleet Managers Workshop page of www.bbema.ca. Doiran says the Web site will receive continuous updates. □

Marine Atlantic reinstates fuel surcharge

ST. JOHN'S, Nfld. – It was nice while it lasted, but the fuel surcharge relief provided by Marine Atlantic on trips to Newfoundland since April has come to an end.

The ferry service, which reviews its fuel surcharges quarterly, has added a 6% surcharge on trips between North Sydney and Newfoundland.

The surcharge was at 9% until April when it was removed altogether. Last year as fuel prices peaked, the ferry provider was charging a fuel surcharge of over 25%. The latest surcharge took effect July 17. □

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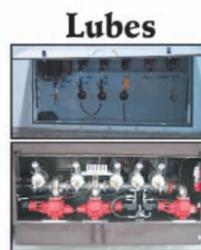


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Quebec

Quebec shows flexibility with speed limiter law

By Carroll McCormick
MONTREAL, Que. – Transports Quebec has announced that as of July 1, trucks built after Dec. 31, 1994 that do not have their speed limiters set to 105 km/h face fines ranging from \$350 to \$1,050.

Control routier Quebec assures that the read-only device officers will use to check compliance cannot modify engine control module (ECM) information. A grace period where warnings will be issued for non-compliant trucks, with seven

days to comply, expires July 31. Those unversed about the speed limiter topic can follow links from the Transports Quebec Web site to six reports on the Transport Canada Web site.

Transports Quebec has also announced a \$45 million government aid program to improve energy

efficiency in the transportation of goods, namely, new technologies in trucking, marine and rail. On an unrelated note, QTA is holding a government-industry colloquium on the transportation of dangerous goods on Oct. 7. Go to its Web site (www.carrefour-acq.org) to register. □

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MILLIONTH CUSTOMER: Bob Rouleau (with sign), a professional driver from Kingston, Ont. stopped by the Hamilton Petro-Pass for fuel and left with much more. Rouleau was the one millionth registered customer to fuel up at the station, which has been in business for 10 years. As he went inside to pay for his fuel, employees surrounded him and presented him with a number of gifts including a \$400 GPS system from Barjan and a \$100 pre-paid fuel card from Petro-Canada. He was then paraded outside where a 'Trucker Day' customer appreciation barbecue was already underway. Petro-Pass agent Terry Stray (in background with bag) said more than 20 truck drivers were given prizes and about 300 drivers enjoyed a free lunch to mark the occasion. "Thank-you to my loyal staff, customers and suppliers who helped us with this event," said Stray. "We look forward to serving the next one million customers." *Photo by James Menzies*

Lousy weather can't dampen spirits in Stirling

STIRLING, Ont. – Organizers of the Stirling Truck Show have deemed the event a success, despite poor weather, and say they'll return on Father's Day weekend next year June 18-20.

This year's event featured show trucks, a pit crew challenge, a circle check, an indoor and outdoor trade show, a show'n'shine, a light show, seminars and the memorial highway tribute.

There were also musical performances by Ally Howatt, Lazy John, On Tap and Luke Mercier. Children were also entertained with bouncing castles, a carousel, sand pits with toy trucks and a rock climbing wall.

Attendees were also well-fed, thanks to a wine and cheese meet-and-greet and a turkey dinner sponsored by Choice Reefer Systems.

Taking home the People's Choice Award at the show'n'shine was

Brent Pecarski. Other winners included: Gordon Speers, best O/O working tractor with sleeper; Paul Wilson, best O/O working tractor without sleeper; Pecarski, best 09 or newer company working tractor and best chrome; David Everingham, best 09 or newer O/O working tractor; Than Vermilyea, best O/O multi-axle and best tractor-trailer combination – owner/operator; Rick Hudson, best company multi-axle; Ray Vincent, Best 07-08 working tractor; Shawn Andrews, best 05-06 working tractor; Brett Akey, best 02-04 working tractor, best tractor-trailer combination – company and best interior; Randy McNichol, best pre-02 working tractor – cabover; Dan Prentice, best pre-02 working tractor – conventional; Paul Davidson, best vintage highway tractor; Bob Archer, best working tractor-dump trailer combination; Neil Molenaar, best working tractor-train combination; Stan Morrow, best professional show/flagship truck; Ray Sexsmith, best dump truck; Phil Hall, best big rig tow truck; Rick Millar, best restored pick-up; Dana Sliwa, best custom pick-up and best pick-up; Ranlyn Transport, best fleet – five or more trucks and best light show - fleet; Ajaib Samra, best light show – single; and Carey Wojtasik, best light show – combination.

For a complete list of show'n'shine winners and to see pictures from the event, visit www.stirlingtruckshow.com. □

Mark Dalton
Owner/Operator:
Meet the author!

FERGUS, Ont. – Edo van Belkom, author of the popular *Mark Dalton: Owner/Operator* series in *Truck News*, will be attending the Fergus Truck Show. The author can be found at the Natural Resources Canada booth (Booth M34), where he'll be signing copies of *Mark Dalton: SmartDriver* and handing them out free of charge.

The book follows Dalton on a cross-country run as he attempts to solve a murder mystery while also picking up a few tips on fuel efficient driving. The Fergus Truck Show will be held July 23-26 at the Fergus Fairgrounds. □



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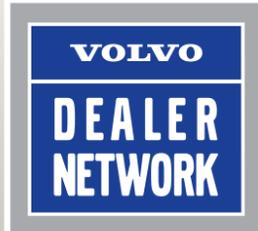
Truck World
dates announced

TORONTO, Ont. – Truck World 2010 will be held Apr. 15-17 at the International Centre in Toronto, organizers have announced. It's expected to draw a crowd of 20,000 people and will be held over 300,000 sq.-ft. of floor space, according to show organizers.

Truck World will feature a 'Green Route' which made its debut at ExpoCam. The Green Route is designed to highlight exhibitors whose products are good for the environment.

Pre-registration before March 31 is \$10 and entry will cost \$20 at the door. For more info, visit www.truckworld.ca. □

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Profile

Maintenance Manager of the Year is a people person

Continued from page 1

said helped him in his own career, was a prominent theme in Vandespkyer's nomination.

"He is described as a caring, generous, reliable, fair mediator with a good ability to listen," Coldwell said of Vandespkyer.

Volvo Trucks Canada sponsored the award, but did not participate in the selection process.

An independent judging committee composed of trade journalists and past recipients of the award conducted this task.

"Well, it's an honour, especially at my age, to get it. Finally it was my turn so I was quite happy. I didn't expect it," said Vandespkyer. He thanked everyone involved in his nomination, and when asked for the most important trait of a good maintenance manager, Vandespkyer stressed that it's the human relationship aspect.

"How to deal with people is the most important job of any manager. You can tell people what to do and make them do it. But you can ask people to do it and it has more result than telling them to."

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, meanwhile, 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.

Vandespkyer, a long-time member of the Automotive Transportation Service Superintendents' Association, currently oversees a fleet of 175 tractors and over 400 trailers across three different Active Transport facilities, in Milton, Mississauga and Buffalo, with the bulk of the work at the Milton facility.

He came to Canada in 1957, and has been working in maintenance since 1949, beginning as a mechanic. He has been at Active Transport since 1999 and prior to that role worked in various maintenance and operations roles at D&W Forwarders and TNT, among other companies.

Active Transport specializes in long loads and heavy hauls, which means that spec'ing trailers for these loads is an important part of Vandespkyer's job.

"We do over-dimensional loads, we haul lots of bridge beams, on trailers that are 48-80 feet long. Spec'ing is one of the main issues in maintenance. First of all we make sure that they can do the load, (with regard to the) amount of axles, longevity of the equipment, proper brake systems, and weight distribution. We recently spent a whole day at the scales spec'ing the proper angling for double T's that had to be legal both in Michigan and Ontario," he told *Truck News*.

"We also rebuild our trailers in our own shop - we paint them on a five to seven year cycle."

He said that running double trailers means double the price. So



PEOPLE-ORIENTED: Ben Vandespkyer of Active Transport was named the Canadian Fleet Maintenance Manager of the Year. *Photo by Adam Ledlow*

longevity is important.

"We still have trailers from '79. We also rebuild the crossmembers and repaint, and they're good for another 10 years. We switched most of our trailer axles to grease seals, and we use new tires and recaps on all the trailers," noted Vandespkyer.

He also oversees the company's training programs, and is currently working with seven apprentices, who start out as greasers/oil changers at the facility and move on to comprehensive apprenticeship training.

"We have been very successful; most of the kids are staying here and you can teach them the way

you want to teach them," said Vandespkyer, noting that the company works on an ongoing basis with government apprenticeship programs.

He stressed that "all of the people are part of a good maintenance facility" and that "it's really a team effort. It's probably the same in coaching. If I'm not here it still goes on, but if they're not here, nothing happens," said Vandespkyer of his maintenance staff.

Quite often, he said, Active Transport will put on courses on a Saturday morning, keeping staff abreast of new developments and issues.

"At the dealerships they get

schooling but in a fleet you have to develop your own training so we call in the truck people and they give a little bit of a course. It really helps us," said Vandespkyer.

He said that training for mechanics is now so complex compared to the "old days," when you could fix a truck with a hammer and a chisel.

This complexity means that not all maintenance is done in the shops anymore.

Yet at the same time, examinations for apprentices require them to have widespread knowledge, and to obtain 70% scores, for questions and issues they may never have come across.

"Most of the kids have to go in three to four times, they get questions that they can't answer because the shops can't train them in all the items they encounter. Some will never work on A/C, for example. It's very hard to train in everything because it's become so specialized. Some shops do nothing but hydraulics. Even in the school, courses may not be deep enough to cover what is now required," he noted.

In his spare time, that's to say in between phone calls from the facility, Vandespkyer plays a bit of golf and breeds miniature donkeys and labs on his hobby farm.

"It's a hobby, keeps you busy. Donkeys are like big dogs. They follow you around," he noted. □

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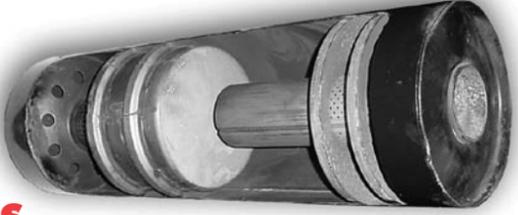
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Tax Talk

Border-bound? Be ready this month for HVUT, HUT filings

Two important permitting renewals come due at the end of August. The confusing part is they have similar acronyms: Heavy Vehicle Use Tax (HVUT) and Highway Use Tax (HUT). The HVUT is a US federal tax administered by the Internal Revenue Service while the HUT is a New York State program.

If you operate in the US or in New York specifically, be ready for these filings this month. Those of you running your own show will need to get organized to file your HVUT and/or HUT returns either yourself or through an experienced, professional permitting service. Those of you who are with a carrier should be aware that these taxes will be paid this month and the costs may be charged to your broker settlement, taking a bite out of your take-home pay.

No one gets into trucking because they love to file tax returns. But it's one of those chores that simply has to get done – and done right. Here's what you should know about your HVUT and HUT obligations:

US HVUT

HVUT is assessed annually on heavy vehicles operating on public highways in the US at registered gross weights equal to or exceeding 55,000 lbs. The fee

Tax Talk

Scott Taylor



depends on the gross taxable weight of each vehicle. If the gross taxable weight is from 55,000 to 75,000 lbs, the HVUT is \$100 plus \$22 per 1,000 lbs over 55,000 lbs. With a few exceptions, a commercial vehicle with a gross taxable weight of 75,000 lbs or more will be assessed the maximum HVUT: \$550 per year.

The current HVUT renewal period begins July 1, 2009, and ends June 30, 2010. You must file Form 2290 and Schedule 1 (available at www.irs.gov) showing all vehicles going into the US that are registered in your name and have a taxable gross weight of 55,000 lbs or more. The due date for the renewal is Aug. 31. You must file regardless of your business structure, ie. individual, limited liability company (LLC), corporation, or partnership.

Form 2290 must also be used during the year to update your fleet if you add or delete units. In fact, every time a new vehicle is added to your fleet you must submit a new filing adding it by the last day of the month after it joins.

Let's say you buy a new taxable vehicle on Jan. 3, 2010, and start using it right away. You must file another Form 2290 reporting the new vehicle by Feb. 28, 2010, adding it to the remainder of the July 1, 2009-June 30, 2010 period. You'll pay a pro-rated amount based on the number of months until the June expiry. Based on this example, the fee would be US\$229.17 to cover the five months.

Last year the IRS brought in a new filing restriction that requires all carriers filing a return reporting 25 or more vehicles to file their returns electronically.

No more paper filing for you folks. You'll have to hook yourself up with an approved tax filer to do this.

New York HUT

New York State's HUT is a weight-distance tax, computed based on the number of miles travelled on public highways in the state (excluding toll-paid portions of the New York State Thruway) at a rate determined by the weight of the motor vehicle.

HUT permits expire every three years.

Most carriers operating in New York have Series 19 HUT permits, which were supposed to have expired in December 2008. But New York had troubles with its online

renewal system so the state extended the Series 19 expiry date to Nov. 30, 2009.

However, the renewal application and the \$15 per vehicle fee must be in New York's hands before Aug. 31.

This year you have two ways to renew, either through the now-functioning online process (called OSCAR) or by mailing in a paper Form TMT-2. New York has been sending letters to everyone registered with an HUT account with renewal instructions and a password to use OSCAR. You'll need this password to log on and set yourself up.

Since June 1, 2009, any new HUT requests have been given Series 20 permits which do not need to be renewed. In fact, the Series 20 permits we've seen have no expiry date. Presumably, they're good until at least December 2011.

Regardless, remember the HUT permit is not required to be carried in the truck. At a roadside inspection, the licence plate or VIN will be used to confirm that the truck is registered.

For more information, visit www.tax.state.ny.us.

Problems paying in US funds

Unfortunately, paying these renewals with a cheque may pose a problem for Canadians. Actually, paying any US-based tax accounts with a cheque may be a problem. We've been advised by our bank that some US banks will not accept cheques from Canadian banks even though the funds are in US dollars.

Some of our clients have had trouble filing electronic payments with the IRS because the funds were coming from US-dollar accounts at Canadian banks.

The best way to ensure payment is to obtain a US-based bank account or to pay with US-fund bank drafts and money orders. We're watching this closely: if you're having payments questioned or rejected in the US because they're drawn from a Canadian bank, I'd like to hear about it.

Finally, if you use an outside service for mileage and fuel tax reporting, make sure your provider understands your needs as a Canadian carrier and can sit down with you or your tax compliance manager personally to streamline the fuel and mileage tax reporting process.

With more trip sheets, fuel statements, toll receipts, and other information being collected electronically, it's a good time to review how to minimize costs and exposure to risks associated with non-compliance. □

– 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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Opinion

Civil libertarian?

Darn tootin', I am

Just three days after Ontario began hard enforcement of its speed-limiter law, a story appeared in the *Toronto Sun* titled *Truckers Association Backs Speed Limiters*, wherein Ontario Trucking Association (OTA) vice-president Doug Switzer refers to opponents of the legislation as civil libertarians. The passage reads, "Some independent driver-owners he (Switzer) called 'civil libertarians' object, much as many drivers fought seat-belt and motorcycle helmet laws."

Switzer's dismissive remark – while scorning those of us who are concerned when government abuses its power and interferes unduly with the lives of its citizens – highlights two fundamental fallacies that proponents of the law have been putting forward from the get-go.

The first is that it's primarily "independent driver-owners" who oppose this law. Nothing could be farther from the truth. Most of the trucking industry – single-truck owners and fleets large and small – including many who already govern their trucks, find this kind of purposeless government meddling odious.

The second misleading notion is that objections to the law are frivolous and unfounded, and centre on the desire of "some operators...to make faster deliveries," as Switzer states in the *Sun* article. Hogwash! That's a fairy tale that's been foisted on vote-hungry politicians and a truck-shy public for the past four years by the champions of this indefensible government mandate.

Not only is it insulting, it's just plain dangerous, because it diverts attention and public debate away from the very serious flaws in the law.

And the flaws are legion, ranging from compromised safety, questionable environmental benefits, trade and competitiveness concerns, and some not insignificant enforcement issues. There's nothing new here. The problems were identified early on by OBAC and others, and the Transport Canada studies back up many of our concerns.

But our most serious concern is that governments will not – or cannot – answer the most basic of all questions – the one that any self-respecting civil libertarian would expect responsible lawmakers to consider before they spend dime one of taxpayers' money.

Why, with trucks among the safest vehicles on the road, with most fleets and owner/ops already managing speed for economic reasons, and with commercial vehicle enforcement regimes so cash-strapped that they can't do their existing jobs properly, have the governments of Ontario and Quebec rammed through an unenforceable law?

Well, get out your fairy tale book. Remember the tale called *The Emperor's New Clothes*? You couldn't find a better metaphor for the speed limiter enforcement scheme our lawmakers have cooked up.

Voice of the O/O

Joanne Ritchie



As Hans Christian Andersen tells the story, an Emperor is conned by a couple of scoundrels who promise him a fine suit of clothes made from beautiful cloth that is invisible to anyone too stupid or incompetent to appreciate its quality.

The Emperor can't see the (non-existent) cloth, but pretends he can, for fear of appearing stupid. All his minions, of course, do the same.

The device Ontario and Quebec are using to enforce the ludicrous speed limiter law is much like our beloved Emperor's fancy new duds. The gizmo, called Ez-TAP and made by an Indiana-based company called XscapeEz, shows enforcement officers only that the road speed limit is active and set to 105 km/h. But so what? That setting by itself doesn't limit the actual speed of the vehicle. For that, you need to consider other parameters like axle and transmission ratios, and tire circumference.

In other words, the road speed

limit setting means nothing if the other parameters are not set accordingly. The truck could be capable of travelling faster, and inspectors armed with Ez-TAP will never know it.

Sort of defeats the purpose, doesn't it?

MTO admits that Ez-TAP is an interim solution – chosen to speed up the verification process at a reasonable cost – but what exactly are we enforcing here?

Certainly not Reg. 396/08 which requires that "all aspects of a...vehicle's computer system or systems, computer programs, components, equipment and connections that are capable of playing a role in preventing a driver from increasing the speed of a commercial motor vehicle beyond a specified value shall be in good working order."

The only way this law can actually be enforced is by a full interrogation of the engine's ECM, which requires licensed copies of the various OEM's frequently updated software, and would delay trucks for inspection for 45 minutes or more – in other words, cost-prohibitive in terms of both money and human resources.

Going through the charade of hard enforcement is akin to our Emperor parading through town to show off his new "clothes." Many of his subjects were hesitant to admit that they couldn't see the new clothes because they were afraid to appear stupid. It took one small, guileless child to say what everyone else was already thinking: "the

Emperor is naked."

So I've got a message for Emperor Jim Bradley. 'Fess up that you've make a mistake and put a stop to this speed limiter enforcement charade. Ez-TAP and other doodads won't do it. And given the enormous cost of proper enforcement, any move in that direction would squander resources that could be better used to actually improve highway safety and reduce greenhouse gas emissions.

It's an undisputable fact that light vehicles are the worst speeders on Ontario's highways, and it simply defies logic to limit truck speeds as a means of solving the problem of excessive speeding. Our call has always been for more rigorous enforcement and stiffer penalties aimed at the real offenders – a much better use of government resources than targeting the safest vehicles on the road.

And about that parade through town to show off the Emperor's new clothes? On the first day of hard enforcement in Ontario, an OPP officer, armed with the mighty Ez-TAP, was busy pulling over trucks coming out of the Flying J at Napanee. While the officer was diligently checking trucks that were going, say 5-10 km/h, traffic was whizzing by not 100 feet away on the 401 at upwards of 120 km/h. Darn tootin' I'm a civil libertarian. □

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



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Reefers

California reefer rules postponed...again

By David A. Kolman
SACRAMENTO, Cal. – Once again, the California Air Resources Board (CARB) has delayed the compliance deadline for meeting emissions standards from transport refrigeration units (TRU). Enforcement of in-use performance requirements for TRU engine model years 2001 and older will now commence Dec. 31, 2009.

The compliance deadline was originally Dec. 31, 2008. However, that was postponed until July 17, 2009, as a result of the US Environmental Protection Agency's delayed approval, which was granted Jan. 16, 2009. CARB provided a six-month enforcement grace period to allow carriers additional time to pursue compliance methods.

CARB says it is extending the compliance deadline to Dec. 31, 2009 because as the close of the grace period approached, it became clear that several thousand TRUs were not in position to comply by mid-July. The reasons for this included: lack of timely action by TRU owners; higher costs for compliance than originally anticipated; some retrofit systems not becoming available until May 2009; tightening of

credit; and longer lead times for delivery of systems.

The regulations, *Airborne Toxic Control Measure (ACTM) for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Gen Set and Facilities Where TRUs Operate*, use a phased-in approach during the next 13 years to reduce diesel particulate matter (PM) emissions from TRUs and TRU generator set engines that operate in California.

Any carrier operating a TRU within California must comply with the in-use performance standards, regardless of whether vehicles are registered in or outside of the state or in Canada.

Commonly referred to as TRU ATCM, the regulations establish two levels of stringency for in-use performance standards, which vary by horsepower range: low emission and ultra-low emission. The standards are based upon model year of the TRU engine.

These standards can be met by using a TRU engine that meets the required engine certification value or by retrofitting the engine with the required level of CARB Verified Diesel Emission Control Strategy

(VDECS), such as diesel particulate filters. Among the diesel emission control strategies verified by CARB:

- Dinex Exhausts' Dinex DiSiC Level 3 Plus diesel particulate filter (www.dinexexhausts.com);

- Huss Filters' FS-MKS Level 3 diesel particulate filter (www.hussfilters.com);

- Proventia's FTF and Bobtail FTF Level 2 Plus flow-through filters (www.proventiafilters.com);

- Rypos' DPF/LETRU Level 2 Plus diesel particulate filter (www.rypos.com);

- Thermo King's PDPF Level 2 Plus flow-through filter (www.thermoking.com).

Alternative technologies can also be used to meet the low emission and ultra-low emission in-use performance standards. These include electric standby, hybrid electric/diesel equipment, all-electric truck refrigeration solutions, cryogenic temperature control systems or hybrid cryogenic temperature control systems and other technology approved by CARB to not emit diesel PM or increase public health risk near a facility.

Other compliance options being investigated that could become available in the future are alternative fuel-powered engines, alternative diesel-fueled engines and fuel cell-powered temperature control systems. Development work on compressed natural gas (CNG) and liquefied petroleum gas (LPG) was done, but never made it to market.

Biodiesel is close to completion of the multi-media assessment, but then a biodiesel producer would need to apply to CARB for verification of B100 (pure biodiesel) as a VDECS. Once biodiesel is approved as a VDECS, it can be used as a compliance option, but not until then.

TRU in-use performance standards begin with reefers with a model year 2001 or older engine. Compliance requires that these engines be replaced or retrofitted with CARB-verified diesel emission control devices or technology to reduce PM emissions by 50%. These engines must have at least an 85% PM reduction on or before 2016.

The next in-use performance standards compliance deadline date – for TRU engine model year 2002 – is Dec. 31, 2009. These units must also reduce PM emissions by 50% by the end of the year and by 85% on or before 2017.

Model year 2003 units must reduce PM emissions by at least 85% by the end of 2010; model 2004 and beyond by Dec. 31 of the model year plus seven years.

Enforcement of TRU ACTM in-use performance standards will be done by CARB officials through inspections at border crossings, weigh and inspections stations, terminals, distribution centers, truck stops and anywhere else TRUs are found operating.

Violations of in-use requirements could result in penalties that range from \$500 per unit or up to \$1,000 per day per violation.

Refrigerated fleets are coping with the CARB TRU regulations in a variety of ways.

While there has been an awareness of the impending regulations, "many fleets have delayed action, hoping that industry associations would successfully push to overturn the legislation," says Bud Rodowick, Thermo King's manager of fleet performance.

While delivering CARB compliance seminars over the past few years to hundreds of customers, Rodowick has been surprised by the number of fleets that are just beginning to learn of or have been misinformed about the regulations. He has also heard from a number of fleets that say they simply aren't going to haul freight in and out of California.

The "on-again, off-again" mixed messages fleets received from the various agencies and associations involved have contributed to a reluctance to act, adds David Kiefer, Carrier Transcold's director of marketing and product management. It has been difficult for the average fleet owner to justify the high cost associated with compliance not knowing whether or not the legislation would actually stand.

"Even now, the District of Columbia Circuit Court of Appeals is scheduling a review," Kiefer says. "This again has some fleets wondering whether they should hold off on this big expense or not, and that's a pretty big gamble."

Cost of compliance for CARB VDECS currently ranges from about \$4,000 to \$7,000. The cost to replace a TRU engine varies from \$4,000 to \$10,000.

That's quite a bit of money to ask fleets to invest in an old TRU, especially at a time when so many fleets are already struggling, says Kiefer. "If the cost of compliance were only a couple hundred dollars, we wouldn't even be discussing this."

The appropriate compliance solution is dependent upon several key issues, including capital availability to invest in new refrigerated trailers

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DEADLINE EXTENDED: Canadian refrigerated fleets hauling into California will have more time to comply with impending TRU emissions regulations.

or compliance, and the TRU itself, agree Kiefer and Rodowick.

For TRUs with low hours – meaning the major components like the compressor, evaporator coil and microprocessor are in good shape – fleets tend to replace just the engines because the result is a “like-new” reefer, says Kiefer.

Fleets that have TRUs that have experienced heavy use are inclined to invest in new reefers instead of replacing the engine.

“A new engine in an older, high-hour unit may not make sense,” says Rodowick. “In many cases, it’s more advantageous in terms of overall cost of ownership to purchase a new TRU.”

Another complication for fleets is the CARB regulations that call for retrofitting existing reefer trailers with SmartWay technologies. A program of the US EPA, SmartWay is a partnership between government, business and consumers to find environmentally cleaner, more fuel-efficient transportation options. In its simplest form, the SmartWay brand identifies products and services that reduce transportation-related emissions.

As per these CARB regulations, model years 2009 and 2010 refrigerated trailers and those 2002 and older must be retrofitted with SmartWay-verified technologies by the end of 2012. Model year 2003 and 2004 refrigerated trailers must be retrofitted by the end of 2017, model year 2005 and 2006 refrigerated trailers by the end of 2018 and model year 2007 and 2008 refrigerated trailers by the end of 2019.

Kiefer says the use of electric standby is growing as a compliance option for those operations that support this type of solution, for example distribution fleets and grocery companies that can support the power-supply infrastructure.

“There is an often-overlooked part of the CARB legislation that says that as long as a company properly uses and documents the use of electric standby as the compliance option, it will not have to add any emissions-reducing upgrades to the engine or replace the engine in the future.”

CARB estimates the TRU ATCM regulations will reduce emissions from TRU and TRU gen set engines by approximately 65% in 2010, and by some 92% in 2020, resulting in “significantly improved air quality and associated health benefits.”

Additional information on the regulations and compliance can

be found on the TRU section of the CARB Web site at www.arb.ca.gov/diesel/tru.htm, or by phoning the TRU Help Line at 888-TRU-ATCM. □

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Opinion

Membership has its privileges?

You bet it does

It is unfortunate (OBAC executive director) Joanne Ritchie uses her column space in *Truck News* not to inform or participate in constructive dialogue on LCVs and other issues but to take shots at other industry groups for getting things done, most notably OTA. It all smacks of so much sour grapes, that normally I would not bother to respond, but I think your readers deserve better.

Let me begin first by saying that I am the owner of a relatively small, family trucking business. Ms. Ritchie's continued assertion that OTA is a "club" exclusively of large carriers is pure bunk. Second, it is worth reminding people that LCVs are not for everyone. There are clearly many situations and many types of freight where they will not be able to be used.

But, where they can, the potential for improved productivity is significant. OTA has always subscribed to the view that the industry should not stand in the way of productivity enhancement.

There is a healthy dose of self-preservation behind this thinking. Ontario, more than ever needs to retain and attract direct investment (and that means customers for truckers). By contributing to a more productive supply chain, LCVs can play a role in doing that. So, we applaud the Government of Ontario for what it is doing.

In terms of pricing, Ms. Ritchie's mention of two-for-one specials shows a lack of understanding of how most carriers view LCV pricing and does us all a potentially great disservice by building erroneous expectations amongst shippers who may read *Truck News*.

But, her chief complaint and the one I would like to focus my attention on is that only OTA members can participate in the on-road pilot of LCVs expected to commence this summer. As the headline to her article states: *Membership has its privileges*. I could not agree more and as OTA chair I make no apologies for the fact that the carriers from the associations who invested their time, money and experience in making LCVs possible in Ontario, should be the ones to participate in the pilot – so long as they meet the stringent permit conditions. As a carrier, I have no tolerance for free riders who want all the benefit of what OTA accomplishes but don't contribute a dime to the cause.

Often it can't be helped – for example, all carriers are benefitting from the exemption OTA obtained from the Michigan Business Tax – but on an issue such as who gets to participate in a pilot, why should my money paid out in membership dues to OTA be used to benefit a non-member?

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LCV pilot was very recent. However, OTA's efforts to gain permission for LCV use in Ontario began three decades ago. Those who are only remotely aware of the issue, know how difficult and frustrating a process it has been.

Even last year when it appeared the Ontario government might be open to revisiting the LCV issue, there was an enormous amount of work that first needed to be undertaken to ensure that public concerns and perceptions were addressed. An accord had to be reached with MTO on the permit criteria for LCV operation.

It was understood from the outset the permit criteria would need to be sufficiently strict if they were to satisfy groups like the CAA and the Ontario Safety League.

Then, an independent engineering study of the primary (common route) network, to assess the capability of all current on- and off-ramps on the 400-series of highways to safely accommodate LCVs, to identify emergency stopping areas and then contact the facility operators to secure permission for use of those locations, had to be undertaken.

Finally, a fair process needed to be established to select the carriers to participate in a one-year pilot.

What was OTA's role in all of this? The OTA LCV Committee (made up of more than 30 carriers and was open to all interested members) led the effort on industry's behalf, investing countless hours in the process both at the negotiation table and in preparation

Guest Column

Julie Tanguay



and follow-up.

OTA paid the entire bill – which was in the range of \$200,000 – to engage the independent engineering consultants to conduct the common route study. This relieved the burden from any OTA member from having to go out and do its own common route study (which would be cost-prohibitive for most) and avoided duplicative studies.

As such it also leveled the playing field for all interested carriers. Moreover, OTA has always understood MTO's position that the pursuit of LCVs is a private sector initiative. We have been seeking permission from them to operate these vehicles under special permit. OTA has been consistent over the years in stating that the private sector, not the taxpayer, should be responsible for funding the required studies and for building/purchasing any additional infrastructure that may be required in order to operate LCVs.

When it came to deciding who should participate in the pilot and have access to permits, OTA felt it only fair that participation in the pilot should be limited to those qualified carriers who had paid for the engineering work – in other words, OTA members. There was nothing stopping other carriers or

groups from coming up with the cash and doing their own study; it's just that no-one did.

Such is the benefit of belonging to a strong and effective organization as opposed to trying to do things on your own or belonging to groups that don't have the will, the knowledge, the means or the credibility to deliver.

Lastly, OTA developed a lottery system, which gave all carriers – again regardless of size, domicile, etc. – equal opportunity of being selected. However, it is important to note that being chosen in the lottery is no guarantee of participation in the pilot.

The carriers must first meet all requirements of the permit criteria. And, they are also responsible for conducting individual engineering analyses to verify that LCVs can operate safely between the highway and the ultimate origin/destination of the freight. Ms. Ritchie suggests this will lead to duplicative studies of the same routes. In

fact, OTA members are already teaming up and working together to jointly conduct and pay for such studies.

This is another example of the benefits of belonging to an organization like OTA – chances are there is always someone else in the same boat as you that is prepared to work towards mutually beneficial solutions.

As with all complex issues, there is always give and take. That can be frustrating. It takes a lot of hard work, a spirit of compromise and mutual respect from all involved to reach a satisfactory conclusion. Sitting in front of a computer taking pot shots at those who are prepared to show leadership is easy, but ultimately ineffective and as I said at the outset smacks of sour grapes. The lesson for non-member carriers in all of this is perhaps you should join OTA. □

– Julie Tanguay is chair of the Ontario Trucking Association.



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This year's Truck News/Chevron Charity Golf Event exceeded everyone's expectations. Finally, we had great weather! But, more importantly, not only did we meet our goal of raising enough money to send young Cole and his family on a dream Disney Cruise, we raised enough money to grant the wish of another child dealing with a life-threatening disease. In total, we raised \$17,980 dollars for charity!!

The other child we have sponsored is 7-year-old Sara. Her medical condition is developmental delay and bone marrow dysplasia. Sara had a stem cell transplant at the age of one after which she spent 6 months at Sick Kids and then almost a year on home IV nutrition. She eats with assistance now, is non-verbal and has the cognitive ability of a 4 year old but she's completely mobile and a very active child.

Sara's wish is to go to Disney World. She says she likes Disney princesses and hopes to have breakfast with a princess at Disney World. With the money we raised, we can grant Sara's wish.

Anyone who was at this year's golf event and saw the smile on Cole's face and the faces of his family members when we told them about the cruise knows how important these dream vacations are to these children and their families. It gives them a chance to regroup as a family in a happy, carefree environment.

So, once again, a big thank-you goes out to all of the participants, sponsors and prize donors who gave so generously. Together, you made it possible to make the wishes of two young children come true.

A special thanks also goes out to John Mitchell of the Toronto Maple Leafs. He came out to lend his support by signing hockey sticks for all participants and having pictures taken with everyone. Our prize donors were too numerous to mention but we are very grateful for their support. A final thank-you goes to Southwood Graphics for providing all of our sponsor signs and banners.

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Industry

Significant implications for Canadian trucking, trade from California clean air law

The California Global Warming Solutions Act requires the California Air Resources Board (CARB) to implement programs to reduce GHG emissions from both

light-duty and heavy-duty vehicles starting in 2010.

Regulations have been passed which require heavy truck owners – regardless of domicile – to equip

their tractors and prescribed trailers with specific, certified technologies and devices to improve tractor and trailer aerodynamics and with the new generation of fuel efficient

truck tires if they want to operate into, out of and within California.

That includes Canadian trucks. In 2008, Canada/California merchandise trade represented over \$37 bil-



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lion, with Canada enjoying a \$9.6 billion surplus. Trucking is the dominant freight mode, moving about \$18 billion (or 50%) of the trade. Moreover, six other US states (AZ, MT, NM, OR, UT, WA) are signatories to the Western Climate Initiative (WCI), aimed at collective GHG reduction.

Whether any or all of them will follow California's lead is currently unknown. Regardless, the economic consequences if Canadian trucks and trailers do not comply and are therefore banned from the state are enormous.

For now, the law applies to new and existing long-haul on-road tractors pulling 53-foot van or refrigerated trailers (although the mandate is expected to be expanded over time). A minimum 5% fuel efficiency improvement for van trailers and at least a 4% efficiency gain for refrigerated trailers are prescribed.

To accomplish that, tractors will need to be equipped with a combination of streamlined tractor hoods, roof fairings, gap fairings, fuel tank fairings, aerodynamic bumpers and/or mirrors.

For trailers, that means side skirts, front gap fairings, rear trailer fairings (boat-tails) and/or fuel-efficient, low-rolling resistance tires certified by the SmartWay Transport Partnership. Basically, California is regulating the SmartWay truck. (SmartWay is a collaborative effort between industry and the US Environmental Protection Agency (EPA).

CTA is a member of SmartWay and the CARB/SmartWay equipment is consistent with CTA's enviroTruck initiative which could reduce GHG from the Canadian trucking industry by more than 13.5 million tonnes. CARB will also grant early compliance credits (ie., optional phase-in schedules) for carriers that submit implementation plans in 2010. CARB is hiring enforcement personnel to ensure and maintain compliance.

California has also introduced various programs to provide loan assistance and financial support to California businesses for the purchase of new equipment and the retrofit of existing equipment.

Carriers can buy some time and phase in the re-tooling of their fleets if in 2010 they submit a written plan to CARB as to how they intend to come into compliance over the next few years. Hard enforcement would start in 2011.

The problem for Canadian carriers (in addition to the lack of capital) is that on the whole, Canadian truck weights and dimensions standards in most provinces have not evolved along with environmental considerations and do not currently accommodate some of the California requirements at all (ie. full boat-tails) or without taking a significant productivity hit (wide-base single tires). Canada's truck weights and dimensions standards were developed in the 1980s when environmental issues were not top of mind as they are now.

While it is true that Canada's heavier weights in and of themselves have been relative to US weights been environmentally beneficial, unless the standards become more flexible – and soon – to accommodate the new California

Industry Issues

David Bradley



requirements, Canadian carriers will either have to vacate California/Canada business in favour of US carriers or maintain two separate fleets – one for Canada and one for the US work. Either way, the Canadian industry's efforts to reduce GHG emissions will be further stymied.

Interestingly, four Canadian provinces (BC, MB, ON, QC) are also WCI signatories. However, how or if they intend to follow California's lead or develop their own requirements is not known.

However, the clock is ticking. So, CTA recently urged the Canadian Council of Ministers responsible for both transportation and the envi-

ronment to direct their officials to: Jointly conduct an urgent and immediate review of Canadian heavy truck weights and dimensions regulations that impede the ability to accommodate SmartWay/enviroTruck vehicles; and once having conducted that review, make amendments to the weights and dimension standards in each jurisdiction to accommodate the GHG and smog-reducing equipment and technology; then engage with California to seek reciprocal recognition where those standards may differ modestly and discuss exemptions or transition schedules; and also develop and coordinate a Canadian program of federal and provincial incentives to permit and accelerate investment in the environmental equipment by Canadian truck operators.

The federal government retains constitutional authority over extra-provincial trucking but delegated administration of the file to the provinces contributing to a patchwork quilt of provincial vehicle

standards which currently serve as a barrier to the use of some of the key requirements of the CARB regulations – ie., only two provinces (Quebec and Ontario) allow sufficient axle weights for wide-base single tires to be incorporated into Canadian fleets.

Not one Canadian province currently allows for a full rear trailer fairing. It's in everyone's best interests to ensure this issue does not get bogged down in process with jurisdictional wrangling between the federal government and the provinces and/or between transportation and environmental departments. To do so would further hamper our efforts to improve our ability to meet our business and economic goals as well as our ability to reduce fuel consumption and therefore GHG emissions. □

– David Bradley is president of the Ontario Trucking Association and chief executive officer of the Canadian Trucking Alliance.




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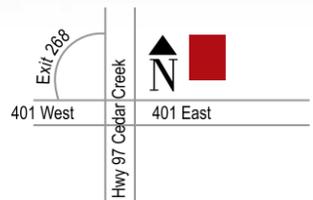


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Safety

Plan ahead and survive the crash with a loss reporting plan

As safe as today's trucking industry can be, there is no denying the fact that collisions happen – and there are costs to be paid every time the sound of squealing tires is followed

by the sickening “crunch” of metal meeting metal.

They are the costs that can also spiral out of control if fleets and drivers fail to take the proper steps

in the moments after a crash occurs.

The evidence that will be vital during an investigation will begin to disappear as soon as debris is cleared from the scene, while seem-

ingly minor fluid spills can transform into costly environmental disasters if spill kits are not immediately put to use. A few innocent comments can even lead to legal problems in the

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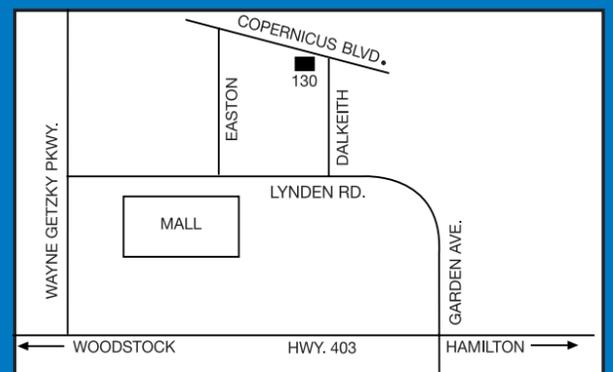
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months that follow.

Fleets that incorporate formal Loss Reporting Plans – primarily a series of checklists, clearly defined roles, and updated contact numbers – can ensure that none of the important steps are overlooked.

It all begins with those who are directly involved in a collision. If a proper plan and the related training is in place, drivers will understand exactly how they are expected to: pull to the side of the highway (if that is possible); use signals, reflectors and flares to warn surrounding motorists; and determine that everyone on the scene is safe.

And they will know exactly where to place their first call, thanks to the contact list that has already been programmed into their cell phone.

The individual assigned the responsibility of accepting these calls – namely, the loss reporting contact – will need to offer a calm voice that can guide these drivers through the remaining steps, while notifying authorities and insurance representatives who can offer support.

After all, a crash will be a stressful event for everyone involved, and required resources can be as diverse as environmental clean-up teams and collision investigators.

Then it is a matter of protecting all the related evidence before debris is cleared from the road and memories begin to fade.

With the help of a Loss Reporting Plan's formal Accident Reporting Kit, drivers will be more likely to gather vital information such as the identities of witnesses, the names of involved drivers, road conditions

Ask the Experts

Dave Roth & Jon Medel



and a simple sketch of the accident scene. Many fleets have also equipped drivers with cameras to supplement this information, although that should be supported with some training on the images to take. The first images should include the appearance of any damage to the vehicles, a wider look at the surrounding area, skid marks, debris, and anything such as an obscured sign that may have contributed to the collision. A shot of any spill control efforts will also help to prove that drivers took every reasonable step to control a situation.

As important as these images are, drivers also need to be careful to avoid taking pictures of injured people, which could later be put on display in the middle of a crowded courtroom.

Meanwhile, the formal training that accompanies a Loss Reporting Plan will also help drivers to avoid the instinct of discussing the situation with anyone other than the police, their fleet or a representative from their insurer. And they will know that once their insurer has a lawyer at the site, any shared information will be protected under the rules of lawyer/client privilege.

Back in the fleet offices, a formal checklist will ensure that the desig-

nated loss reporting contact follows steps of their own, ensuring that they understand exactly where the driver is (are they heading to a particular hospital?) and where the damaged equipment might be towed.

Fleet and equipment experts assigned by the insurance company will certainly want to review any of the equipment alongside any Department of Transportation personnel. The approach is very similar to the plans that are in place in the event of a fire, and the entire process can be tested just like a fire drill.

These tests begin by identifying the call as a mock event, and calling each designated contact with details about the crash. Everyone who is involved should then be recording the

information that they are responsible to collect, and following every step as if it was a real situation.

The idea is to save valuable time in the event the plan ever needs to be put into action, and to ensure that everyone knows their respective roles so valuable time and information is preserved.

The Boy Scouts were right; it does pay to be prepared. □

– This month's experts are Dave Roth and Jon Medel. Dave is the Ontario regional manager of safety and training services and Jon is Markel's corporate claims manager, operational support. Send your questions, feedback and comments about this column to info@markel.ca.

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Feature

Ain't no gyms in truck stops

The following is Part 2 of 2 in a series on truck stops:

By Julia Kuzeljevich

TORONTO, Ont. – For the most health conscious of truckers, eating well on the road presents a constant challenge. Driving is the most sedentary of jobs – you can't just stand up and walk over to the proverbial water cooler for a stretch. Some will take advantage of a layover and get a room in a hotel that has exercise facilities, or throw their bicycles in the back of the truck.

Others will take advantage of any opportunity they can to do some footwork, parking in the back row of lots, going for a run, or, in the words of one truckers' forum contributor: "I try to maintain my fitness level by walking at least half to three-quarters of an hour per day and so far it's working. I can still (at 67+) easily pass a treadmill stress test and my weight has been stable for the past five years."

But when truckers stop to eat, are truck stop facilities catering to the health conscious among them?

Depends who you ask.

"Every damn truck stop restaurant in North America serves corn as their vegetable. Corn is for chickens, pigs, horses, and cows!" commented one trucker.

Another commented on the ubiquitous "brown gravy by the barrel so you can't see what's on your plate," at another popular truck stop chain. But while truck stops have long had the reputation for being greasy spoons, both large chains and independents alike have made concerted efforts in recent years to expand their menu options.

"The nature of business for our members is hospitality, and they take very seriously the charge of caring for customers – many of whom have become long-time customers and even friends," said Lisa Mullings, National Association of Truck Stop Operators (NATSO) president and CEO.

"Truck stop operators typically

provide a wide range of food offerings so they can meet diverse customer needs," she said.

"I always carried a large Koolatron with me stocked with stuff that I liked to eat. The stuff offered by most truck stops is fast food grease covered in processed cheese. (But some truck stops) have buffets where you can get a healthy meal if you select wisely," said another trucker.

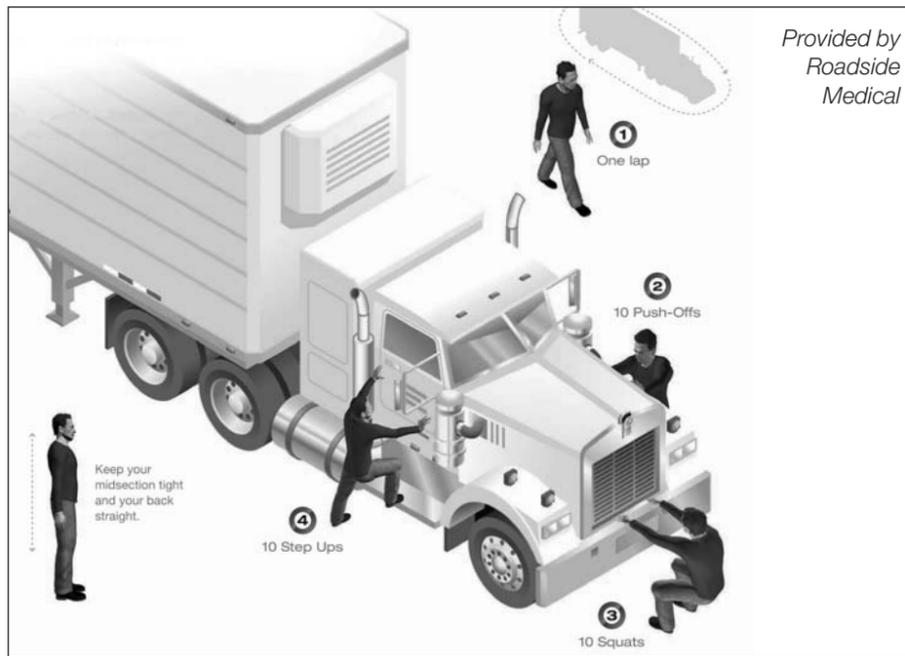
Bill Mulligan, vice-president of development, facilities and environmental for Pilot Travel Centres, said that the chain's deli areas serve fruits and vegetables, and that fast food franchises do offer health menus. And at some independent truck stops, the effort to provide fresh fruits and vegetables goes over well.

"We've really noticed the number of drivers who will eat off our salad and soup and fruit bars. A number of them have remarked how much they appreciate it," said Bobby Berkstresser, owner of Lee-Hi Travel Plaza in Lexington, Va.

"We still sell an awful lot of cheeseburgers and French fries, but we also sell a lot of fresh fruit and cottage cheese. I think you've definitely seen a huge change in the last few years, although old habits die pretty hard. Younger drivers that you see, especially the drivers with their wives, they tend to eat a little healthier."

While many healthier choices do exist on restaurant menus, the onus is still very much on the consumer to know what constitutes a better choice. Enter Bob Perry, vice-president of sales for Roadside Medical.

Perry started Roadside Medical about two and a half years ago. He comes from a family of owner/operators with over 70 years of driving experience. His own career has been in health care, and Perry established clinics in the states of Arkansas, Tennessee and Georgia that do DoT compliance for trucking companies, medical services, and urgent care treatment.



Provided by Roadside Medical

OTR WORKOUT: Before beginning, be sure to warm up well. 1. Take one lap around your rig. 2. Do 10 push-offs from your truck (arms placed shoulder-width apart and legs hip width apart). Stand three feet away from your rig, place hands on your truck and push off slowly as you count to three. Repeat five times. 3. Move to the front of your truck and hold onto your bumper and on a count of three, slowly squat down as if you were sitting on a chair. Slowly raise yourself on a count of three. Keep your core (stomach muscles engaged). 4. Move to the steps of your rig and step up with one leg and back down with the other for a count of 10 reps with each leg. Use your grab handle for support if necessary, but use your legs – not your arms. 5. Take another lap around your rig. 6. Repeat this routine up to three times. 7. Cool down and stretch.

He also created a set of wellness programs around sleep issues. Perry, in partnership with Pilot Travel Centers, is now rolling out 115 such clinics across the US which will be franchised and licensed to doctors and will be free-standing but built on Pilot lots. To date, Perry's wellness tool kits have gathered a lot of interest in the US and Canada.

"Drivers fight huge health issues – they can't take care of themselves adequately if they don't have access (to proper facilities)," said Perry, who has also launched his own private label line of nutritional products, and plans to have natur-opathists on staff.

"We want to be the one-stop shop for them. We're starting to franchise to doctors – what I would really love to see happen is for trucking companies to look at owning one," he said.

The wellness tool kits contain samples of healthy snacks, a pedometer, and a guide to nutritional

information, which includes a sample list of common foods, and number of calories, proteins, carbs and fats per serving size. Also included is a guide to fast food and casual dining, with a scaring list of typical North American restaurant chain menu items and their calorie, fat, sugar and salt content.

Noting that many truckers like to eat in their trucks, and will peruse the local Wal-Mart for grocery items, Perry has also included a list of healthy ideas and tips for creating meals on the road, as well as on reading food packaging labels.

"We've created a complete shopping checklist for better selection in meal choices," said Perry.

Because exercising while on the road can take some creativity, there is also a walking program for drivers who feel they need regular motivation. They also have access to coaches, if needed, to discuss their progress. "We have several drivers in Canada on the program," said Perry. □

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Industry

Learning and celebrating go hand-in-hand

'Continuing education' is a catchphrase, but one with meaning for anyone in this industry that has a desire to keep pace. In many cases, becoming and staying informed takes a lot of effort and that effort needs to be accommodated within the bounds of the daily work that pays the bills.

But of course, there is a price to pay for not investing the effort and that is simply falling out of step with the business world, and missing out on innovative ideas and the opportunity to share ideas with peers.

In June, as the youngsters were preparing to leave behind formal schooling at least for the summer months, PMTC gathered fleet operators and industry suppliers together for its annual conference in Niagara-on-the-Lake, a conference that is synonymous with learning and the sharing of ideas and information.

This year's conference maintained the standard that has been set in previous years, thanks to all of the attendees, event partners, and of course the first-rate line-up of speakers that participated. Frankly, in a year of such severe economic difficulty we were very conservative in our expectations for the conference.

We were not concerned with the quality of our agenda because we knew we had important topics to discuss and informed speakers committed to the occasion, but we

Private Links

Bruce Richards



were unsure what we might expect in the way of attendance and sponsor support.

We're grateful that the results in both cases far exceeded expectations. Both attendance and partner support were in line with previous years' conferences when the industry was in relative good times, and I believe that speaks to the approach that private carriers take to continuing education.

Even in difficult times, our member companies recognize that in order to maximize the benefits of operating their fleets, it is imperative that their personnel stay informed about issues of the day, and have opportunities to learn from others in the trucking community.

There are, alas, too few opportunities for the trucking community to come together with these goals in mind, so industry leaders take full advantage of them when they do occur. The annual PMTC conference may be unique among those opportunities, in large part because of the willingness of our members to share information with one another.

Along with the learning opportunities it provides, the annual con-

ference is a time for celebration. During the annual awards luncheon we recognize safe fleets, outstanding drivers, and of course, the best in fleet graphics (see story and pictures on pg. 38).

In their own individual ways, each of these awards programs highlight important aspects of the trucking community. They celebrate the best parts of an industry that seldom receives any recognition from the public for doing the job so well.

Some of those who go unrecognized outside of the industry are among the driving contingent, so it was very special this year to be able to induct four outstanding professional drivers into the PMTC/Huron Services Hall of Fame.

Outside of the industry not nearly enough is known about the quality of drivers we are blessed with and the skills they employ every day to help keep the roads safe and make their deliveries on time.

Let me introduce a few of them to you:

Daniel Pilon who drives for Huron Services in the Tona Transport fleet has accumulated 33 years and 5.1 million kilometres without a preventable accident. And, perhaps as remarkable, Daniel has only lost 10 days to illness over that period.

Robert Miller drives for the TDL Group (Tim Horton's), and in 33 years of driving has not had

a preventable accident. Robert has served the same group of customers in Sault Ste. Marie for over 20 years, working through bad weather, high volumes of holiday traffic, and road closures to get his deliveries made on time and safely.

John O'Connell drives for Global Driver Services in the John Deere fleet and has done so for almost 30 years. He has accumulated over five million kilometres of driving while maintaining a clean abstract and without an at-fault accident.

Bruce Hulley has driven for Sparling's Propane for 27 years, during which he has transported bulk propane and other dangerous commodities in a variety of vehicle configurations without incident.

These four professionals have combined to accumulate 123 years and millions of kilometres of safe driving! And the best part is that they represent only a few of the many careful, responsible commercial drivers that safely deliver everything consumers want or need in their daily lives.

So, I am always pleased when we can combine opportunities for fleet operators to learn and exchange ideas, with taking the time to pay tribute to the drivers who make it all happen. □

- The Private Motor Truck Council is the only national association dedicated to the private trucking community. Your comments or questions can be addressed to trucks@pmtc.ca.

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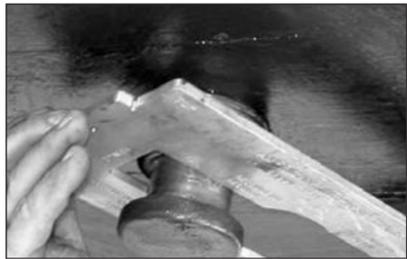
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People

National Truck League has opened a new Toronto location, which will be spearheaded by fleet specialist **Stephen Thomas**.

The company said the expansion is in response to continued growth in the Greater Toronto Area. The Toronto office will be located at 6205 Airport Rd. Thomas brings 32 years of insurance experience to the position, National Truck League said.

Thomas spent 18 years as an underwriter and managed the marine department of the Hartford Insurance Company, specializing in transportation coverage, the company announced. He has also spent 14 years on the brokerage side of the insurance business, working with trucking-focused firms.

The last four years of Thomas's career have been spent with National Truck League. The new location is set up to offer a "full compliment of personal and commercial insurance products and services to companies, company drivers and owner/operators Canada-wide," the company said in a release.

For more info, contact Thomas at 647-297-3868 or call National Truck League's head office at 519-434-4944 or toll-free at 800-265-6509.

Jost International has named **Grant Easton** the company's Canadian sales manager.

Easton has 17 years experience in the heavy truck market, according to the company, which manufactures fifth wheels, king pins, bearing turntables and landing gear assemblies.

"Grant brings a solid working knowledge of our core product lines and a reputation of hard work and dedication that has convinced us that he will have a successful career with Jost as we continue to grow our business within Canada," announced Rich Carroll, vice-president of sales and marketing with Jost International.

With his eyes set on expanding ATBS Canada, CEO Ray Haight has tapped **Kim Richardson** as president and **Rick Scrimgeour** as chief

financial officer.

ATBS Canada is billed as a company aimed at advancing the competency and profitability of independent trucking professionals and is geared at improving success for owner/operators and the fleets that partner with them.

For more info on ATBS Canada, visit www.truktax.com.

Dennis Barkman, a 27-year truck driving veteran with a diverse background, was named the 2009 Manitoba Driver of the Year.

Barkman has driven long-haul for Penner International for much of his career. However, he started out as a farmer in rural Manitoba, then drove a cement mixer, then a feed truck, then a local delivery truck and then a lumber truck during his lengthy career. He settled on long-haul nearly 20 years ago and has spent the majority of his trucking career running highway.

Barkman has a clean abstract and safety record and has received many "compliments of driving skill and courtesy" via the DriverCheck monitoring system.

Jac Doerksen, driver relations and O/O business development manager with Penner International, said Barkman "continues to strive for excellence with safe and on-time delivery" and "consistently maintains a great attitude."

The Manitoba Driver of the Year award is sponsored by Volvo Trucks Canada and awarded by the Manitoba Trucking Association.

The heroic actions of two more N. Yanke Transfer drivers have caught the attention of the US-based Truckload Carriers Association (TCA), earning them recognition as Highway Angels.

Team drivers **Jason Siddons** and **Paul Farrell** were recognized for assisting two brothers who were injured when their pick-up truck swerved off the road in November, 2008. The accident happened in northern Ontario while Siddons was behind the wheel and Farrell slept in the bunk. Siddons noticed the truck, which had rolled over and come to rest on its wheels. Its occupants appeared to be trying to escape the wreckage.

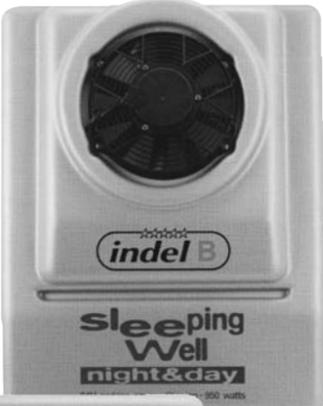
Siddons woke Farrell up and they ran to the pick-up truck to find one of its occupants was badly bleeding. Farrell helped stop the bleeding while Siddons called for help. The professional drivers then remained at the scene until help arrived.

It was later revealed the two men were taking turns driving on their way home from a funeral when the one driver fell asleep at the wheel. They said if it wasn't for the actions of the N. Yanke Transfer drivers, the driver who was most severely injured may not have survived.

When told of the Highway Angels recognition, Siddons said "We didn't do it for any special recognition. It's just second nature for us to stop and help. When you see someone in trouble, you help them."

They'll both receive a Highway Angels lapel pin, certificate and patch for their efforts.

Another N. Yanke Transfer driver, **Richard Rossnagel** was recognized as a TCA Highway Angel recently for his heroic actions last December. □




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New Products



ALK Technologies has introduced PC*Miler 23, which is the first **routing and mileage system** to include carbon emissions and intermodal analysis functionality, the company claims. It also includes critical map data updates such as truck restrictions and truck-specific toll costs. The Intermodal Analysis calculates alternative rail intermodal routes for truck shipments, so users can compare truck and intermodal mileage, fuel consumption and carbon emissions. For more info on its latest version of PC*Miler, visit www.alk.com.

Shaw Tracking has added several enhancements to its **e-mail services**: Driver E-mail; Driver SoS; and Driver ACE Alert. Driver E-mail is a two-way e-mail service allowing drivers to send and receive personal e-mail from the cab of the truck. Driver SoS provides drivers with the ability to send emergency message through macro alerts to as many as six recipients at one time, improving driver safety and security. Driver ACE Alert, meanwhile, provides e-mail alerts from an approved EDI or ACE solutions provider once a load has been cleared by Customs. It's aimed at eliminating fines for showing up at the border without the necessary pre-clearance. For more info, visit www.shawtracking.ca.



Goodyear has introduced a new **tire for waste haulers** that incorporates its DuraSeal technology to reduce tire failures and improve reliability. The G289 WHA represents a new line of waste hauling tires that the company says will improve productivity and reduce costs. Features include: a wider, deeper 24/32-inch tread; a waste haul compound for longer tread life and increased scrub resistance; a sidewall protector rib to reduce sidewall scuffing; a shoulder design that encourages uniform tread wear; and the DuraSeal sealant inside the tire that is released in the event of a puncture, fixing punctures up to a 1/4-inch in diameter. Goodyear says it conducted a

survey that showed refuse fleets with 50 trucks typically receive 102 tire-related service calls per month. However, 69% of those calls were attributed to punctures with each of those calls costing the fleet about \$170, or \$143,000 per year.

Continental Tire has leapt into the **wide-base single** market with its HTL1 trailer tire. Aimed at weight-conscious operations, the company says about 1,022 lbs can be shaved off overall tractor-trailer weight by replacing duals with wide-base singles at the drive and trailer axle positions. The HTL1 features 13/32" tread depth in order to minimize irregular wear and improve fuel mileage, the company claims. It also boasts a six rib design to distribute the load evenly over the crown of the tire.



To help fleets deal with current economic conditions, National Truck League is offering additional coverage to its popular **Trucker's Income Replacement Plan** program. The plan protects professional drivers and their families in the event of loss of income due to an on- or off-the-job injury. Customers may now choose customized options, including owner/operator lump sum coverage ranging between \$100,000 and \$500,000 as well as weekly benefits of between \$400 and \$1,000, the company says. The added flexibility gives owner/operators more choice in coverage and extra peace of mind, NTL says. For more, contact Rod Stiller at rod.stiller@nationaltruckleague.com or call 800-265-6509.

There's another player in the **diesel exhaust fluid (DEF)** market. Old World Industries has announced it will distribute its BlueDEF to the commercial vehicle industry beginning in 2010. Engines using selective catalytic reduction (SCR) will require the fluid in order to operate and comply with EPA2010 emissions regulations. Old World Industries says it has an established supply network of 10 production locations and more than 4,500 distribution points. For information, visit www.bluedef.com.

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Shunt Trucks

Here come the yard mules

On-road editor Harry Rudolfs takes a break from the highway to put shunt trucks from three manufacturers through their paces. How do they measure up?

Up until 2007, off-road terminal tractors were a rarity. They were priced similarly to the road-legal shunts and most customers opted for being able to certify their units if the need arose. Even though most of these shunts would probably never leave the yard, they could still go and get their own fuel if necessary. And if the plant were to undergo construction, add new entranceways, or an additional drop yard was needed down the road, then the equipment wouldn't be limited to backyard duty.

But the popularity of off-road shunts has increased greatly in the last few years. According to sales reps, off-road terminal trucks now account for about 25% of new orders. Buyers are increasingly cost-conscious these days and swapping an EPA engine for an industrial one can knock thousands off the price. And there are no worries about damage to the delicate and expensive exhaust stack on EPA models, or having to wait for them to burn off soot while doors are crying for trailers.

Shunt trucks have been around

On-road Editor

Harry Rudolfs



for about 50 years. Traditionally, the Canadian market has been split between Capacity trucks built in Longview, Texas and Ottawa tractors made in Ottawa, Kansas. New kid on the block

TICO (Terminal Investment Corporation) builds its own tractor in Ridgeland, South Carolina and also has a long history in the US, but has just entered the Canadian market.

The trucks I tested were all 4x2 off-road shunters, typical of what you'd get from each manufacturer if you were looking for a tractor to service a tandem-tandem yard. Horsepower varied from 204 to 173 to 160, but this is not a huge issue in most shunting operations

unless very heavy loads are involved. Each truck was powered by a Cummins QSB industrial engine, although Cat engines are still available this year (except in the TICO). Next year, all three makes expect to add Navistar engines to their repertoires.

The three trucks came with different packages and options, but the prospective buyer should understand that a myriad of possibilities are available from each manufacturer, and many factors have to be considered when pricing a unit. For instance, all three shunts had heated mirrors but only two of them had a motorized right-hand mirror. But I'm sure the manufacturers will bend over backwards to accommodate any configuration of options specified by a customer.

In my driving career, I've done hundreds of hours in both Ottawas and Capacities. But coming off the highway, my chops



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weren't particularly hot during these test drives, though I got a little better with each swing. My primary interest was driver comfort, safety and efficiency. I drove each truck hard as though it were Christmas season at Purolator's Rexdale hub: lots of starts, stops and squeezes; jackknives and hard swings in both directions; twists and spins, etc.

During a vehicle inspection, Capacity and TICO can have their engine and transmission read from outside the cab. But a daily check of oil in the Ottawa involves hopping up on the hood (unless you want to raise the cab). One nice feature of the Allison electronic transmissions standard in Ottawas and Capacities are the built-in prognostic functions. This tells the driver, without getting out of the cab, the transmission fluid level, how much life is left in the filter, and when the transmission oil should be changed.

Capacity's Mike Hignett gave me room to boot around their rental yard with a new TJ5000. It's a nice big yard in Mississauga, Ont. and I was able to pull trailers comfortably at 40 km/h. I liked the array of spot lights on the Capacity, the more visibility the better. This unit was also the only one that came with a differential lock-out, a nice feature to have in the snow.

The empty trailers and a hard packed surface meant I couldn't do justice to Capacity's Dura-Ride air bag isolation system. I'd really need some loaded trailers and rough terrain to feel the difference. The cab itself rides on a four-point air bag system, as does the TICO, while Ottawa has gone to a three-point air cab system.

Ottawas and Capacities handle very much alike. These trucks have a wheelbase of 122 inches and 120 inches respectively. The TICO truck sits on a shorter wheelbase (116") and thus swung sharper. I used the motorized mirror to good effect when blind-siding on both the Capacity and TICO. The TICO model also comes with heated convex mirrors, a nice touch.

When it comes to transmissions all you can get in shunt trucks are Allison automatics, but three different Allisons in this case: the 3500 RDS electronic in the Capacity; a slightly higher geared and lighter duty 3000 RDS in the Ottawa; and the old style Allison MT 653 transmission in the TICO (TICO reportedly still has access to 700 of these pre-electronic transmissions).

Some drivers like the old-style, almost obsolete, MT transmission because it allows them to slightly rock a truck when it's stuck in the snow. But a clear advantage to the electronic transmission is that the boom can be operated on the Ottawas and Capacities while in gear.

I preferred the shifter lever on the Capacity to the electronic touch pad option that came with the Ottawa, only because in the winter you'll end up poking the shifter pad with salty and grimy fingers when your gloves get wet.

The instrument gauges are also

Continued on page 36



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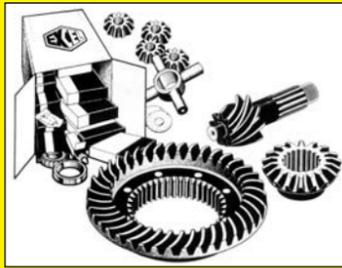


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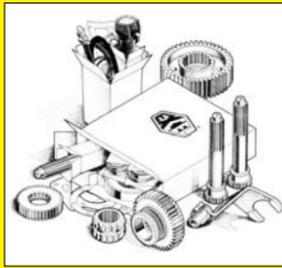
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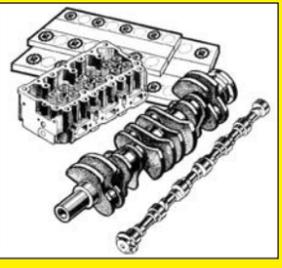
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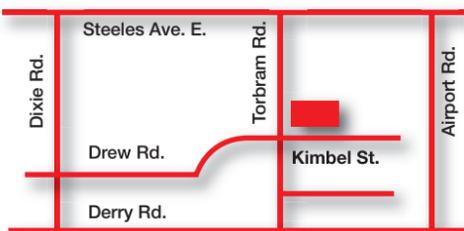
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Shunt Trucks

A comfortable shunt driver is a good shunt driver

Continued from page 35

very similar in the Ottawa and Capacity. I was most comfortable with the layout of the Ottawa dash, but I also liked the marine toggle switches that Capacity is using. TICO's instrument panel is simple and functional with well-lit toggle switches displaying icons.

All three models score equally

well with cab accessibility. Capacity has gone to a 16-inch step, and the steps and gratings on all machines were more than adequate. All had good climbing rails, and yellow or orange painted grates to designate safe areas on the catwalks for footing.

Head clearance in the Capacity is 66 inches (except in its 72"

Texan cab) and the TICO and the Ottawa have clearances of 68 inches. Instead of a sliding rear door, TICO has gone to clear plastic, air-operated folding bus doors, which seem to increase rear visibility and ease of exiting the unit.

TICO has done a few things differently. It has gone with a synthetic composite cab rather than a steel one, which it claims can withstand great amounts of stress. Its machine is also equipped with a full-height trailer protection guard which can act like a roll-bar should it tip over. TICO's cab is the roomiest and the interior stretches 52 inches wide. It also has room for a passenger seat, which can be bolted on and comes as an option. This could be a great advantage for a driver trainer certifying a shunt pilot. Too often, training for shunt drivers is non-existent.

Defrosting is a big problem on all shunts and the TICO comes with two external defroster fans, which I appreciated as my yard test in Montreal occurred on a wet and humid day. It also has an extra pair of glad hands, which means you can keep working if one rips off.

Unfortunately, because it is a port truck I suppose, the TICO had no hydro cable or trailer spike. These should be essential in any yard, closed or open. The air horn button is located on the floor where the high beam button used

to be on cars. This might be a good place for it rather than a pull cord on the roof. That way, a driver can give a couple of toots on the horn while backing under without moving his hands from the steering wheel.

I couldn't test the heaters on any of the trucks as it was the middle of summer. But neither shunt truck had air conditioning and this bothers me.

Dealers will tell you that off-road trucks are usually ordered without A/C. This is Canada, folks, with extremes in weather. And these yard mules have a lot of glass and get hot working in the sun. A comfortable shunt driver is a good shunt driver.

All three trucks rode well. In my opinion the Ottawa was the best truck for handling and steerability, but the differences between it and the Capacity were only microscopic.

Nothing wrong with TICO's ride either, it turns tightly and seems comfortable enough, but it would take a few more hours for me to get used to it.

Last, but always worth mentioning, is the cup holder. Spilt coffee is not an unusual occurrence in the shunt truck profession, and I've heard this can affect electrical connections in the dash. So it is heartening to see both TICO and Capacity units come standard equipped with cup holders. Anyone wanna go f'coffee? ☐



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Best fleet graphics awarded by PMTC, 3M

NIAGARA-ON-THE-LAKE, Ont. – It's undoubtedly the most colourful of the trucking industry's many awards. The Private Motor Truck Council of Canada and 3M Canada have once again partnered to recognize the flashiest and most attention-grabbing commercial vehicle graphics.

The competition, now in its 24th year, is open to both private and for-hire fleets. Awards in seven categories were presented during the PMTC's annual convention June 19. This year's winners were (fleet, graphics house, category):

- Bonduelle Amerique du Nord, Turbo Images, Tractor-Trailer Combination;
- Distribution Belle Beauce, Turbo Images, Straight Truck;
- Molson Canada, Beyond Digital Imaging, Special Events/Promotion;
- Molson Canada, Toronto Digital Imaging, Night-Time Safety;
- Breadko National Baking, Turbo Images, Light-Duty Commercial Truck;
- Okanagan Spring Brewery, National Graphic Solutions, Identity Fleet Graphics;
- Lions Gate Trailers, National Graphic Solutions, Human Interest. □



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OEM/Dealer News

Volvo now taking orders for EPA2010 trucks

GREENSBORO, N.C. – Volvo Trucks North America has announced it's now taking orders for its EPA2010-compliant trucks with selective catalytic reduction (SCR). Volvo boasts the latest generation vehicles are the "cleanest trucks in the world" and will increase fuel efficiency and allow fleets to reduce their carbon footprint.

Production of EPA2010 Volvo's will begin in the Fall with deliveries to commence a few weeks later, the company announced.

"A number of customers have expressed an interest in placing SCR-equipped units in their fleets ahead of 2010," said Scott Kress, senior vice-president, sales and marketing. "This gives early adopters the opportunity to gain familiarity with the technology and the benefits of SCR. It's another example of Volvo Trucks following through on our commitment to customers to be ready to go for 2010. Volvo is ready. How

many other manufacturers can say that?"

Volvo says customers will also enjoy the elimination of active diesel particulate filter regeneration events.

"These trucks will deliver the near-zero emissions and improved fuel economy SCR-equipped Volvo trucks have demonstrated over two winters and more than three million miles of North American customer testing," Kress added. "We have also demonstrated that our 'No Regen' promise is a reality that will bring additional fuel economy improvements by eliminating active regenerations of the diesel particulate filter."

By mid-June, Volvo said it had already received orders for 50 EPA2010 trucks. Another reason for rolling out EPA2010 trucks early is to allow the production line at Volvo's New River Valley truck plant to ramp up more efficiently. □

Krohnert expands parts program for bulk trailers

TORONTO, Ont. – Krohnert Industries has announced it is expanding its parts program to offer a full array of valves, fittings and accessories for bulk trailers.

The expansion will be headed by Ray Levert, who joined the company in March. Krohnert says parts sales will primarily occur via phone, e-mail and online in order to keep overhead low and pricing competitive.

Phase 1 of the roll-out is already underway, and includes posting an online inventory catalog and taking orders by phone and e-mail.

Phase 2 will include implementing a full online ordering system directly through Krohnert's parts Web site. In both cases, parts will be shipped direct to the customer's location, according to the company, and orders will be processed (and usually shipped) the day they are received.

The new parts site is available at: www.krohnert.com/Parts.htm.

You can also call 416-708-TANK (8265) or e-mail ray@krohnert.com. □

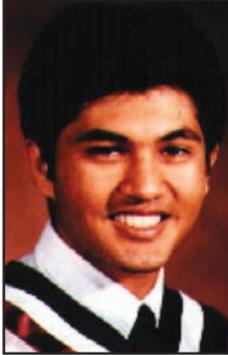
Pro Force Marketing to represent Fontaine

MONCTON, N.B. – Pro Force Marketing is now representing Fontaine International and Fontaine Parts Connection across Canada, the companies announced at the Atlantic Truck Show.

Fontaine International is a fifth wheel manufacturer and Fontaine Parts Connection is its aftermarket subsidiary. Pro Force is a specialized sales and marketing agency focusing on the Canadian trucking industry. It's based in Winnipeg and has field reps placed throughout the country, the company says. For more info visit www.fifthwheel.com or www.proforcecanada.ca. □

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It's a three-peat for Beaver Truck Centre as Volvo Dealer of the Year

WINNIPEG, Man. – Beaver Truck Centre has been named Volvo Trucks' 2008 Canadian Dealer of the Year. It's the third time the dealership, owned by Barry Searcy, has won the prestigious award.

Selection criteria included items such as: performance in new truck and parts sales; Volvo engines; customer satisfaction; and investment in facilities.

John Oades, fleet manager with Beaver Truck Centre, said the award recognizes "overall dealer performance, not any one department" making it especially rewarding for the entire team. "We are very, very thrilled," he added.

Searcy sent a heartfelt message to employees, which said "I am very thankful to be associated with all of you and would like you all to know how very proud I am to call you my team."

This marks the third time Beaver Truck Centre has won the national award. It was also named

Canadian Dealer of the Year in 1999 and 2006. Beaver first opened its doors in April 1997, and now has 23 service bays and more than 85 employees.

It also has an in-house training facility, and the dealership regularly brings in trainers from Volvo's head office to educate customers on proper maintenance.

Despite sluggish market conditions, Searcy said 2008 was a banner year for the dealership, and he pointed out several impressive accomplishments. Sales manager Doug Haimes placed fourth in North America and was only a couple units shy of first in Canada in sales; Murray McDonald placed 21st in North America; Larry Myhal placed 42nd in North America; Oades placed third in North America, and first in financing.

Meanwhile, Beaver's sales department won Volvo's SuperStars competition. The dealer's parts



THIRD TIME'S A CHARM: Beaver Truck Centre has been named Volvo's Canadian Dealer of the Year for the third time.

department placed first in Cummins' Best in the West program for increased sales compared to the previous year. The department also finished in the Top 20 of North American sales versus its objective; Top 20 in reman sales versus objective; and it received the Multi-Million Dollar Club award from Volvo for achieving and exceeding its sales objectives.

The service department also garnered attention, by placing four of

the five winning teams in the Vista Tech Program. Cameron Glass placed third in the Canadian Hino Truck Competition. And Chris Ingram received the highest honours in the Truck Transport Mechanic competition.

All this did not go unnoticed at the corporate level.

Per Carlsson, president and CEO of Volvo Trucks North America, issued the following statement about its top dealers: "Our dealers are on the front lines every day, making sure our customers have the trucks, parts and service they need to drive success. It is a pleasure to recognize the outstanding work of our top-performing dealers and the example they set for customer support." □

Canadian Kenworth dealers recognized

CALGARY, Alta. – GreatWest Kenworth has been named Kenworth's top North American medium-duty dealer. The company was recognized as the 2008 Kenworth Medium-Duty Dealer of the Year for the US and Canada at Kenworth's annual dealer meeting.

"It's a special honour for GreatWest Kenworth to be chosen Kenworth Medium-Duty Dealer of the Year," said Jeff Storwick, president of GreatWest Kenworth, which operates dealerships in Calgary, Clairmont, Lethbridge, Medicine Hat and Red Deer, Alta.

Other finalists included Canada's Inland Kenworth and Kenworth Montreal.

Meanwhile, three of six Kenworth dealerships to receive Gold Awards from the company this year are also from Canada: Custom Truck Sales (Regina, Sask.); Edmonton Kenworth (Edmonton, Alta.); and GreatWest Kenworth (Calgary, Alta). A Silver Award went to Kenworth Quebec.

The awards were presented by Kenworth at its annual dealer meeting held recently in Columbus, Ohio. □

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SCR vs EGR war plays out in US court

WASHINGTON, D.C. – An ugly legal battle is unfolding in the US Circuit Court of Appeals for the District of Columbia, as Navistar challenges the EPA's acceptance of selective catalytic reduction (SCR) as a feasible solution for meeting EPA2010 emissions standards.

In a 'Statement of Issues' court filing, Navistar pointed out that when the 2010 emissions rules were first developed in 2001, the "EPA decided that urea SCR technology would not be available to meet the 0.2 g NOx standard for the applicable model year."

"The EPA made an express 'infeasibility' determination for SCR technology," Navistar said in its filing. It went on to say the EPA ruled out SCR because of: a lack of infrastructure to deliver urea at the pump; a lack of standardized method of delivery of urea; a lack of adequate safeguards in place to ensure urea is used throughout the life of the vehicles; a lack of safeguards to ensure drivers replenish urea; concerns for public safety; and other concerns.

So when the EPA warmed up to SCR and formally accepted it as a viable EPA2010 solution, Navistar

charged that the "dramatic change" imposes "entirely new regulatory requirements."

Naturally, all other heavy-duty engine manufacturers which have chosen to use SCR to meet 2010 emissions requirements are backing the EPA. Volvo and others have filed an 'amici curiae' petition to participate as "friends of the court." This move was protested by Navistar, prompting Volvo to issue a statement to the media after sections of its Web site were reportedly used by Navistar to support its case.

"Navistar's most recent filing demonstrates that the other engine manufacturers must have the ability to participate in this case as friends of the court. This is necessary to refute misinformation Navistar has presented to the court," said Jim McNamara, spokesman for Volvo Trucks North America.

"This includes Navistar's desperate attempt to mislead the court by taking information from Volvo Trucks North America's Web site out of context to reach a wildly inaccurate and misguided conclusion.

"The whole point of using exhaust aftertreatment is to meet the 0.2 g NOx requirement, while delivering to the customer excellent fuel economy, performance and reliability. And better fuel economy means a reduced CO₂ footprint, courtesy of SCR. Massive EGR can't deliver these benefits.

"Navistar, of course, admits its technology is unable to reach the 0.2 g NOx limit. There is absolutely no benefit to society, customers or the environment in the approach Navistar has deliberately chosen to confuse this very important issue."

Navistar, of course, has developed an in-cylinder solution for EPA2010 which does not require exhaust aftertreatment. It plans to roll out engines in January, 2010 that will initially exceed the 0.2 g NOx limit by cashing in emissions credits the company has earned by reducing emissions beyond requirements in previous years. Navistar will then continue to tweak its solution to get it down to the 0.2 g limit by the time its credits run out, expected to happen sometime in 2012. □

EPA07 engines cleaner than expected

WASHINGTON, D.C. – A new study shows that the emissions standards foisted upon the trucking industry by the EPA in 2007 are paying off, with a 90% reduction in certain emissions occurring between 2004 and 2007.

The results have exceeded expectations, according to a report by the Coordinating Research Council and the Health Effects Institute.

Engines that are EPA07-compliant have "exceeded substantially even those levels required by law," the report said.

In fact, 07 engines were so much better than required, that they produced 98% less carbon monoxide, 10% less NOx, 89% less particulate matter and 95% less non-methane hydrocarbons than required by EPA under its 2007 diesel engine emissions standards.

"These latest emissions figures are a testament to the trucking and engine manufacturing industries' deep commitment to the environment," said ATA president and CEO Bill Graves. "We're proud of the significant progress that has been made and we look forward to building upon this foundation as we continue to work toward a more sustainable future."

Under the EPA's 2010 rules, NOx will be slashed a further 50%.

"Diesel engines are the workhorses of the nation's transportation

infrastructure because they are fuel-efficient, durable and reliable," said Jed Mandel, president of the Engine Manufacturers Association. "We can now add near-zero emissions to the list of diesel's positive attributes." The result of the study can be found at: www.crcao.org/index.html. □

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Fleet News

Safest private fleets receive awards

NIAGARA-ON-THE-LAKE, Ont. – Winning fleet safety awards is one thing that never grows tiresome, and it's a good thing for Pro Distribution Services. The company was named winner of the Private Motor Truck Council of Canada (PMTCC)/Zurich Private Fleet Safety Award in the Small Fleet Category for the fifth time over the past 12 years. Taking home the prize amongst large carriers was Huron Services Group/Tona Transport.

The awards were doled out during the PMTCC's annual awards luncheon June 19. All Canadian private carriers are eligible for the awards,

which are judged by an independent panel following established safety criteria and considering the fleet's overall safety regime and over-the-road record.

Pro Distribution Services has operated a private fleet for 26 years, delivering weekly flyers to various newspapers. The fleet includes six power units and 13 trailers, and ran nearly 100,000 kilometres each of the last three years with a CVOR violation rate of zero – this despite running most of its miles in the Greater Toronto Area.

The company has a written safety and driver policy that outlines the

responsibilities of both drivers and management. The fleet chalks up much of its success to the fact that every one of its drivers has been with the company for at least nine years, eliminating the safety problems sometimes associated with driver turnover.

In the large fleet category, it was Huron Services Group/Tona Transport that took top honours. The company operates 42 power units and 200 trailers running both Canada and the US. The fleet hauls hazardous materials as well as non-HazMat freight and is FAST-, C-TPAT- and CSA-approved.

Equipment includes dry vans, tankers, container chassis and reefers. Over the past three years,

the fleet has run more than 24.6 million kilometres.

The fleet follows a strict hiring protocol consisting of complete background checks, drug and alcohol testing and a pre-employment medical. Candidates must then undergo complete written and road tests. That's followed by a two-day orientation on company policies and procedures. After all that, drivers must still attend quarterly safety meetings and individual training is ongoing as required, according to the company.

The fleet has an overall CVOR violation rate of 17% and scored better than 86% during its most recent facility audit in both the driver and vehicle categories. □

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Bison reaches out to motorists with latest training program

WINNIPEG, Man. – Bison Transport has established itself as one of the safest fleets in North America. Now, it's reaching out to automobile drivers to share some tips on how to safely share the roads with trucks.

The company has added a new component to its driver development program, which focuses on four-wheelers. The *Let's Bring Safety Home* course is designed for the driving public, providing automobile drivers with information such as how to recognize tractor-trailer blind spots and the limitations of the equipment. Bison is using its simulator to give motorists a truck driver's perspective in a safe environment. Bison initially rolled the course out to the family and friends of employees. □

MacKinnon Transport marks milestone

GUELPH, Ont. – MacKinnon Transport marked its 80th anniversary in June. Leslie MacKinnon purchased his first straight truck on June 4, 1929, according to the company, so he could haul livestock and supplies for the local farming

community in Caledon, Ont. In '46, MacKinnon hauled its first load of Armco Drainage products and by the late 50s Armco accounted for nearly 100% of the company's business. MacKinnon moved to Guelph in 1960, where it resides today. □

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Mark Dalton: Owner Operator

FICTION

Part 4

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.

A driver approaches Mark and talks to him about the dead shunt driver, hinting that the man stupid and was killed when he threatened to go to the police to reveal the illegal shipments going through the yard. Mark sees an opportunity and says he'll play ball, especially for the \$25,000 promised to him for hiding trailers in the yard. Then at the end of his shift, he finds a missing trailer loaded with drugs and comes up with a plan...

Mark closed the barn doors of the trailer and placed another seal on the lock. He fished around in his pants pocket for the card the man had given him, then pulled out his cell phone and dialed the number. It rang just once before someone answered.

"Yeah."

"This is Dirk Malton, the new shunt driver."

"Oh yeah."

"I found the trailer you were asking about."

"That's great, when can I pick it up?"

Not so fast, Mark thought. Either this guy had a short memory or there truly was no honour amongst thieves. "You mentioned money before."

"Did I?"

"You did."

"How much you have in mind?"

Mark didn't know what to say. He wanted it to be large enough to make the risk he was taking worthwhile, but he didn't want it to be so low that they would have easily given him more if he'd only asked. He decided to try and sell himself as a good investment. "Before I tell you, I just want to mention that this isn't a one-time deal, right? You bring me more trailers and I'll be able to keep 'em for you on an ongoing basis."

"So what are you saying?"

"There's a value to that, right?"

"You want in bad, eh?"

"Well, this is a chance of a lifetime," Mark said.

"What is it with you? You need the money for drugs, gambling, or women?" Mark did his best to giggle like a

schoolboy. "A bit of all three."

"Okay. You want in deep, you'll get deep in time."

"Then, how 'bout \$25,000 to start."

He could hear the man groan on the other end of the line, but Mark knew there were millions at stake.

"To start what?" the man replied. "A new bank?"

"I've got your trailer and I'm taking a risk."

"Alright, alright," he said. "I'll be there in an hour. Have the trailer ready for me."

"Will do."

An hour was just enough time for Mark to make a few phone calls. He scrolled down his contact list and found the number he was looking for.

An hour later the man Mark had been speaking to on the phone pulled into the yard in his brand new Freightliner. Mark had the trailer he wanted hooked up to his Ottawa and wouldn't be letting go of it until he had the money in hand. They met in the main roadway between trailers in the middle of the yard.

"That the trailer?" the man asked.

"You got the money?"

The man nodded.

"That's the trailer," Mark said.

The man pulled a bulging envelope from an inside jacket pocket. As he handed it over to Mark, Mark gave him a larger envelope stuffed with paperwork for the load.

"The paperwork's immaculate," Mark said. "I'll get you anywhere you want to go."

The man opened the envelope and started filing through the papers. "Nice," he said. "You do good work."

Mark hefted the envelope in his hand. "I know I asked for a lot, but I'm worth it."

"Aren't you going to count it?"

Mark opened the envelope enough to see that it was filled with \$50 and \$100 bills, and not cut paper. "I trust you. Besides, in order for this thing to work out, we have to trust each other, right?"

The man smiled. "I think this is going to work out just fine."

"Oh, I know it is," Mark said, waving good-bye and heading back to his yard mule. When he got to the truck, he climbed up into the cab and dropped the trailer where it was. Then he hurried off around the far end of the warehouse to where Mother Load was parked idling.

In less than 20 seconds, he had parked the Ottawa and was bobtailing out of the yard in Mother Load. When he passed through the gates, he tooted once on the truck's air horn and the roadway and area around the gate was suddenly lit up with the red and blue flashing lights of a half-dozen police cars.

A couple of hours later Mark was sitting across the table from a detective in the interview room of the nearby RCMP

detachment.

"So, when Billy said he didn't want to be a part of their crime ring anymore and wanted out, they threatened him. And when he said he would go to the police, they murdered him."

"And you just happened by?" the detective asked.

"Right place at the right time," Mark shrugged. "You'd be amazed how often that's happened to me."

"We appreciate your help, but there's a small matter of the money this guy gave to you as part of your arrangement."

"Right, the money."

"He's saying it was \$25,000."

Mark laughed.

"Twenty-five grand? If he was giving me that much, I wouldn't be here talking to you. I'd be hiding trailers for him right now."

The detective nodded. "We thought so. This guy's a small-timer with a big imagination. He's boasting about a lot of things, not just what he paid you." A pause. "So, how much was it?"

"Five-thousand," Mark said, taking the envelope from his pocket. "It's all there. I didn't touch any of it."

The detective began counting the money. "We're going to have to seize this as evidence, and as proceeds obtained by crime you won't be getting it back."

"Not a problem," Mark said. "I'm just happy to help out."

"And you did. It looks as if this guy is interested in pleading and giving us the names of the people he worked for. With any luck you won't have to testify."

"Great," Mark said. "That's the way I like it."

A block from the police station, Mark was on the phone with Bud.

"Hello?"

"Bud, this is Mark."

"Mark who?"

"I don't have time for games right now, Bud. I need a load right away... one that takes me as far away from here as possible."

"How does California sound?"

"I'm there, dude," Mark replied.

Bud gave Mark the details and said he could pick up the load in a couple of hours. The delay suited Mark just fine since he had to make a stop before picking up the load anyway.

The house was a modest starter home in Burnaby. When he drove Mother Load up the quiet residential street, people who were out watering their lawns or washing their cars all stopped and



stared. But Mark didn't care who saw him or even if they called the police on him for bringing a heavy truck into their neighbourhood. There was something that needed to be done, and the sooner the better.

When he'd found the right house number, Mark pulled to a stop at the curb and left Mother Load running. He climbed down from the truck and started up the driveway. As he approached the front door, he saw some kids' toys lying in the yard and a bicycle leaning up against the side of the garage.

He rang the doorbell.

After a short delay, the door opened and a young woman stood in the doorway. She was obviously expecting, looking quite haggard and in need of sleep. There were people sitting at the kitchen table, most likely her parents, and a boy stood in the hallway half hiding behind his mother so the stranger at the door couldn't see him.

"Hi there," Mark said. "Are you Billy's wife?"

"Widow," she said. "Are you a friend of his?"

Mark tried to smile. "You could say that." He reached into his jacket and pulled out the envelope. "This is for you," he said.

"What is it?"

"It belonged to your husband," Mark said. "I'm sure he would have wanted you to have it."

And before she could say another word, he'd turned and was heading back down the driveway toward the waiting Mother Load. Less than an hour later, Mark was on his way to California for a long, long haul. □

— Mark Dalton returns next month

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Opinion

Putting things in perspective

A few weeks ago, I had the misfortune of tearing the tendons in my right arm. It was a total fluke – I was golfing (or attempting to) and had just made one of my famous 23-yard drives off the tee block when I felt a sudden pain rip through my elbow.

At the time, I didn't think much of it, so I continued playing.

By the time we arrived at 18, the pain finally forced me to stop. A trip to emergency the next day confirmed my worst nightmare – my golf season was finished.

Apparently tendons can take a very long time to heal and recovery may include some sort of physiotherapy. We'll see.

I had to laugh; one of my friends suggested that maybe I didn't warm up properly. I told him that after 12 holes and close to 80 swings I was as warm as I would ever be.

As if that wasn't enough, the past few weeks I've been sporting a stiff knee. The doc also looked at this and it turns out I have something called "water on the knee."

A horse needle was used to extract the liquid and I was instructed to avoid strenuous activities (no problem on that one, doc!)

So there I was, feeling very sorry for myself. Until now.

You see, I have just read our lead story – a wrap-up of the Donald Woods murder trial. It has made me realize just how insignificant my little health problem really is.

If you've been hiding away from the world for the past few years and haven't heard of this tragedy, Donald Woods was the trucker who was murdered for his load of chicken.

He was found dead in his truck on June 23, 2006 behind a Wal-Mart store in Pickering Ont. (For the complete details, please see the cover of this issue).

I've lost friends to car accidents, cancer, heart attacks and Aids. They were all tragic. But Donald's death was senseless, brought on by

Publisher's Comment

Rob Wilkins



greed, nothing more, nothing less. He was a family man making a living doing what he loved, trucking. He did no wrong to the convicted killer Paul Cyr. He did not deserve to die.

Think of Donald the next time life throws you a curveball. We're all lucky to be here and life shouldn't be taken for granted.

No matter how bad you think you have it, some people would love to have your problems. □

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



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FRAME • ALIGNMENT • MECHANICAL • PAINT

BOWMANVILLE, Ont. – When it comes to getting food and exercise on the road, for truckers, sadly, the options are few. The sheer size of their equipment limits most truckers to fast food joints and truck stops – and the greasy spoon label attached to the latter is usually well-earned.

And if finding a place to park at a decent restaurant wasn't difficult enough, I certainly can't recall the last time I saw a big rig crammed into the parking lot at the local Goodlife or Bally's. But have truckers resigned themselves to their unhealthy fates? *Truck News* stopped by the Fifth Wheel Truck Stop in Bowmanville, Ont. to find out if truckers can maintain a healthy lifestyle on the road.

Dave Pearce, a driver with Crown Distributors in Regina, Sask., says that as a diabetic, he finds it difficult to find places to get a good meal.

"It's hard, but you've got to just pick and choose. I work at it, but there are a lot of drivers who, unfor-



Truck Stop Question

Adam Ledlow
Managing Editor

Can you maintain a healthy lifestyle on the road?



Dave Pearce

tunately, are way overweight. There's too many of them, and that's because they just don't care," says

the driver of 44 years. "A lot of truck stops are bad – the food is terrible at a lot of them – (but) I think basically it's the trucker's responsibility. If he's got layover time, I'm sure he could find a place where he could go and work out."

Dan Janes, a driver with Buckham Transport in Peterborough, Ont., says truckers are more prone to a variety of ailments on the road, including less sleep, a higher rate of allergies, little time for exercise, and of course, poor food choices.

"There are a lot of restaurants

(along the highway) shut down right now too, which makes it hard to pick and choose healthier choices, for sure. If the restaurant's privately owned like the Fifth Wheel here, it's a lot better than stopping at a Wendy's or McDonald's for sure," Janes said.



Timothy Logan

Timothy Logan, a driver with Elite Fleet in Moncton, N.B., says that after 20 years of eating at truck stops, he's tried packing his own meals for the past several months – with great results.

"I lost 50 lbs in the last four months not eating at truck stops. Imagine 20 years of eating grease? That's the problem – a lot of these places have processed food."

And according to Logan, the onus should be on truck stops to provide a healthy meal.

"They should have some type of enforcement that they have to have a healthy meal. I'd rather go into a 'mom and pop' truck stop because you get better quality food. It's not cooked five hours ahead of time. A buffet's the worst thing in the world for a truck driver."



Tom Robbins

Tom Robbins, who drives a bulk tanker with List Trucking in Waynesboro, N.C., tries to get in as much walking as possible on the job. "I walk whenever I unload. I hardly ever stay at a truck stop, but at a rest area at night I usually get out and walk around the rest area. If I'm close to a river I like to get out and walk the creek. It's better than just sitting in the truck all the time."

By bringing meals his wife cooks for him back home, Robbins is able to avoid truck stop food but he says it would be tough to change their menus because they make what people want.

"If we made them all go all healthy, half the people out here wouldn't eat it. That would hurt their business. Most places have started changing around – even in here they've got a nice salad bar. If you want to eat healthy, you're fine, but if you don't they've still got the greasy spoon stuff to go to. I don't think anybody ought to impose anybody to do nothing, to be honest with you. Business is business." □

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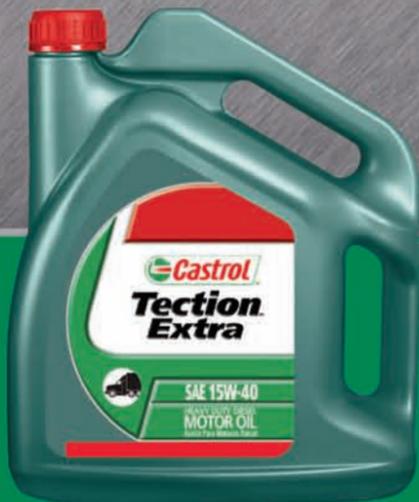


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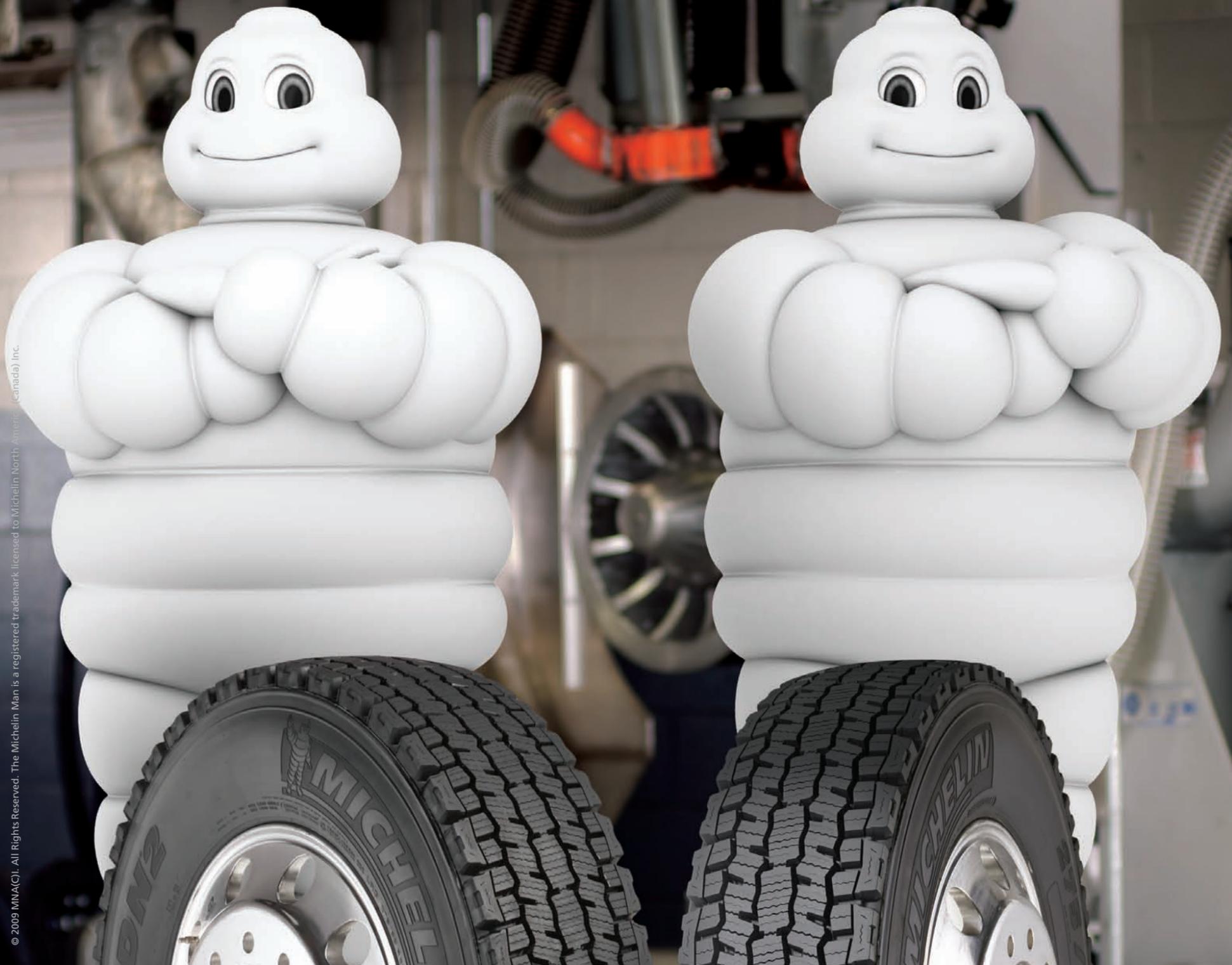
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