

TRUCK WEST

August 2009 Volume 20, Issue 8

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

Convoy travels west

Alberta to host female-only truck convoy

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 West*. Each of the events will have a similar

Continued on page 14



— Photo by David Benjatschek

SHOW TIME: The Western Canadian show truck circuit kicked off with the Pro-Trucker B.C. Big Rig Weekend July 4-5 in Chilliwack, B.C. A new record was set with more than 160 trucks taking part, according to organizers. Pictured here is a 1988 Peterbilt 379L owned by Craig Oliver.

Want benefits? Take your PIC

Revitalized PIC program continues to expand

By Jim Bray

CALGARY, Alta. — It could be called the relentless pursuit of perfection, except for possible legal ramifications from a certain car company. But Alberta's Partners in Compliance (PIC) program

does, indeed, pursue perfection — or at least as close to it as mere human beings and their machines can come.

It appears to be paying off, though it wasn't always this way. PIC started originally in the early

1990s, but its initial "pursuit" wasn't as successful as had been hoped, partly because of a perceived lack of benefit for carriers.

"The concept was sound," says Lane Kranenburg, manager of the

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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!



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- Are your reefers ready?:** If you haul refrigerated goods in or out of California, there's an impending new requirement you need to prepare for. Page 21
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Mark Dalton O/O



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SENIOR PUBLISHER – Rob Wilkins
 ASSOCIATE PUBLISHER – Kathy Penner
 EXECUTIVE EDITOR – James Menzies
 MANAGING EDITOR – Adam Ledlow
 CIRCULATION MANAGER – Vesna Moore
 CIRCULATION ASSISTANT – Anita Singh
 CREATIVE – Carolyn Brimer, Beverley Richards
 V.P. PUBLISHING – Alex Papanou
 PRESIDENT – Bruce Creighton
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Advertising inquiries

Kathy Penner: 416-510-6892

Fax: (416) 510-5143



Rob Wilkins
 Publisher
 (416) 510-5123
 rwillkins@trucknews.com



Kathy Penner
 Associate Publisher
 (416) 510-6892
 kpenner@trucknews.com



Don Besler
 National Sales Mgr.
 (416) 699-6966
 donbesleris@rogers.com



Brenda Grant
 National Account Sales
 (416) 494-3333
 bgrant@istar.ca



Doug Copeland
 Regional Manager
 Man., Sask. & Alta.
 (416) 510-6889
 dcopeland@trucknews.com



Bill Gallagher
 Regional Manager
 British Columbia
 (519) 589-1333
 Fax: (519) 395-5073
 wgallagher@huronelton.ca

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We mustn't ignore owner/operator concerns

Editorial Comment

James Menzies



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.

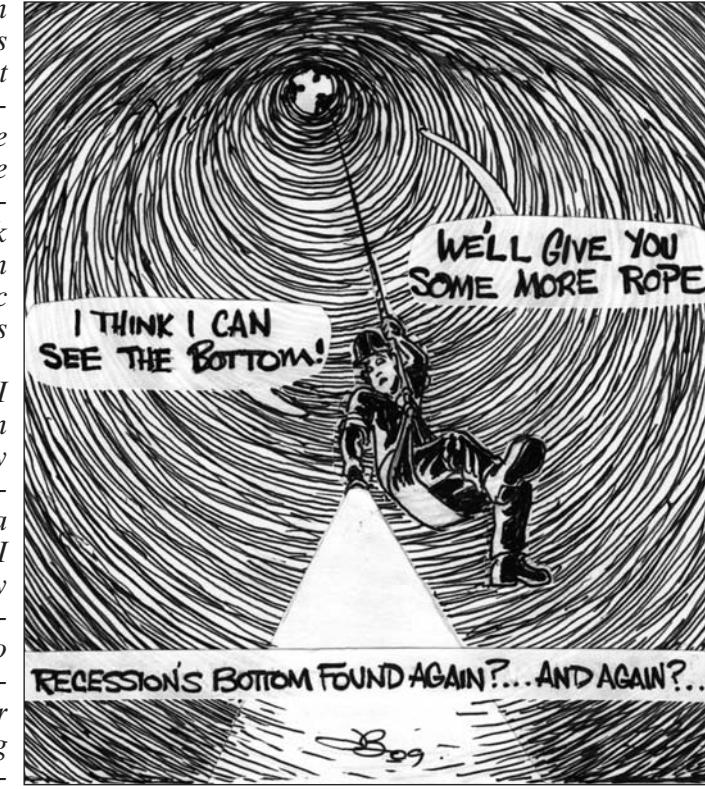
As for myself, I am just putting in time until I qualify for early retirement with Canada Pension. Once I get that monthly cheque, I will decide whether to stay in this industry (unlikely) or do something completely differ-

ent (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.



RECESSION'S BOTTOM FOUND AGAIN?...AND AGAIN?...

Get in the loop, stay in the loop

Viewpoint

Lou Smyrlis

Editorial Director



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 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-characters 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.

CLASS 8 TRUCK SALES TRENDS

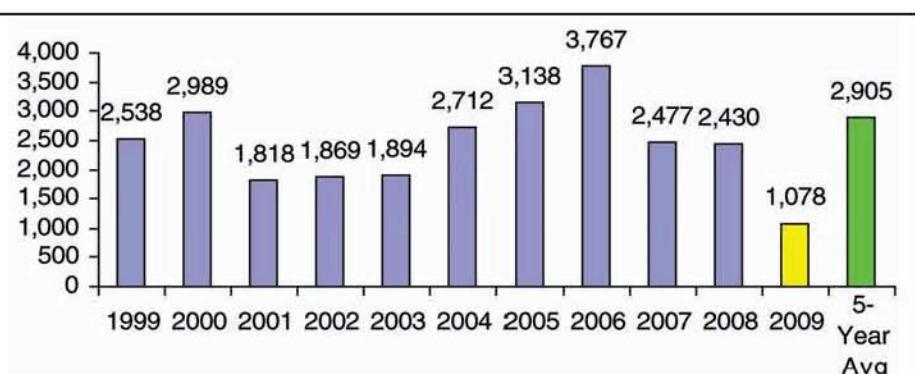
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The blood bath continued in May on the Class 8 sales front. There were just 1,078 Class 8 trucks sold in Canada in May, which was by far the lowest May sales tally for the decade. It was also about 1,800 units off the five-year average. (It should 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	239	981
International	270	594
Kenworth	149	412
Mack	82	212
Peterbilt	47	272
Sterling	81	235
Volvo	136	246
Western Star	90	138
TOTALS	1,078	2,430

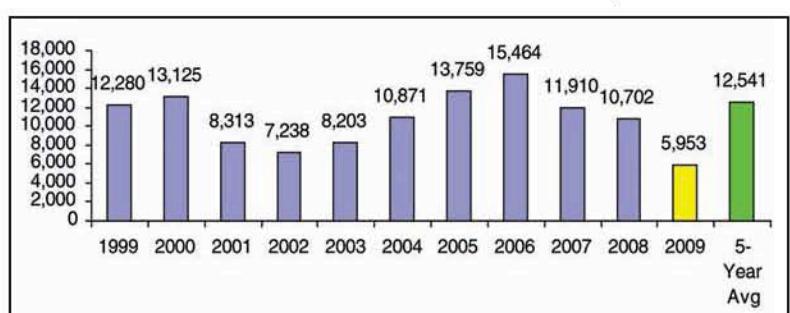
Historical Comparison - May 09 Sales



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

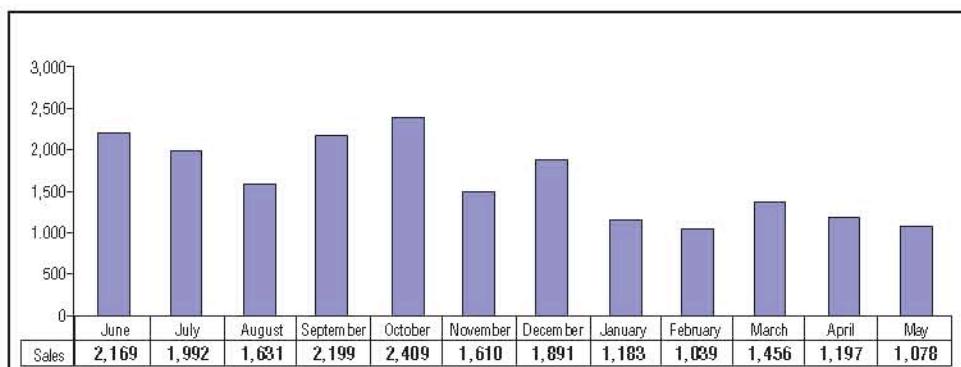
OEM	BC	ALTA	SASK	MAN	ONT	QUE	NB	NS	PEI	NF	CDA
Freightliner	69	154	65	81	496	291	92	64	0	3	1,315
Kenworth	77	172	45	37	107	144	18	12	0	0	612
Mack	22	49	44	33	247	60	17	9	0	0	481
International	62	251	34	61	740	412	59	35	10	19	1,683
Peterbilt	29	80	36	17	56	54	12	5	0	0	289
Sterling	63	65	17	5	132	170	17	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.

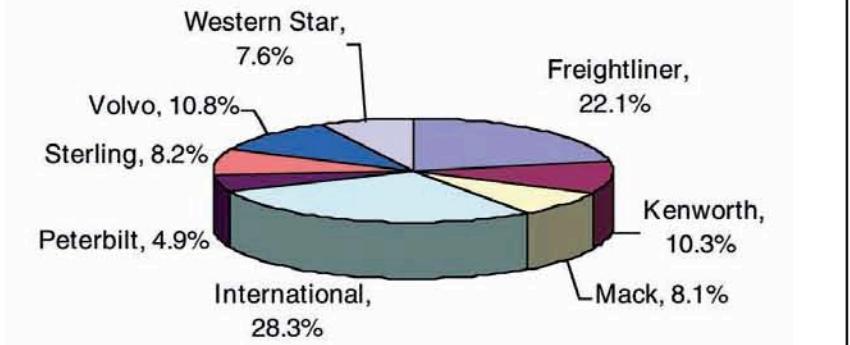
12 - Month Sales Trends



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

Market Share Class 8 YTD



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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In Brief

LOOK FAMILIAR?: Calgary police want to speak to the driver of this truck, after he or she left the scene of a fatal accident in Calgary June 18.

Calgary police seek trucker involved in fatal accident

CALGARY, Alta. – Calgary police have reached out to the trucking industry to help find a truck driver who was involved in a fatal collision June 18.

At about 2:50 a.m. June 18, an accident occurred at 52 St. and Glenmore Trail SE between a yellow 2005 Dodge Ram pick-up and a tractor-trailer. The pick-up driver was killed in the accident and the tractor-trailer driver left the scene. According to local media reports, it wasn't clear if the tractor-trailer driver even knew his or her trailer had been hit.

Investigators are looking for the driver of the white Freightliner Columbia (see pictures). The tractor may have a decal on the door and the trailer is a white 53-footer with a reefer unit. The trailer has some damage to the passenger side tail light area and may have yellow paint transfer, according to investigators.

If you have any information, please contact Const. Matt Urquhart of the Collision Investigation and Reconstruction Unit at 403-567-4018. □

Saskatchewan conducting truck weight surveys

REGINA, Sask. – Truck drivers should expect to be pulled over and weighed when travelling Saskatchewan highways during July and August, as the province conducts extensive weight surveys on its road network.

The Ministry of Highways and Infrastructure is conducting the survey to get a better handle on the types of weights and loads that are travelling its roads.

"The information being gathered by this survey is a necessary part of our continuing work to improve the province's transportation network," Highways and Infrastructure Minister Jim Reiter said. "The amount of heavy truck traffic on our highways has shot up almost 10% between 2007 and 2008 alone, with the growth of the provincial economy requiring more products to be shipped by road on their way to their final destination. We conduct annual surveys in different regions of the province every year to help assist with highway planning and design to best handle this industry-driven traffic."

One-day survey sites will be set up at 15 sites across the province and every truck that passes by will be weighed. □

Commercial driver seatbelt usage on the rise in US

WASHINGTON, D.C. – Seatbelt usage among commercial drivers in the US rose 7% in 2008 to 72%, according to the latest figures from the Federal Motor Carrier Safety Administration (FMCSA).

The latest figures were lauded by the American Trucking Associations (ATA), which has been lobbying for improved seatbelt enforcement.

As part of its 18-point road safety agenda, the ATA recommends: all states enact primary seatbelt laws; audible reminders for seatbelt use in commercial vehicles; contrasting colours for seatbelts so law enforcement can quickly identify non-users; state adoption of the failure to wear a seatbelt defense; and denial of workers compensation for drivers who fail to use seatbelts.

In its 2008 *Seat Belt Usage Study*, the FMCSA found that: seatbelt usage by passengers in commercial vehicles rose to 61%; drivers for major fleets showed a higher usage of 75% compared to 62% usage among owner/operators; regionally, commercial drivers in the west were more likely to wear seatbelts (77%) and drivers in the northeast were the least likely to use them (56%); and seatbelt usage was higher on weekends than weekdays, in urban areas than suburban or rural areas and in areas with faster traffic. □

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Alberta

Alberta now waiving fee for PIC member driver abstracts

Continued from page 1

program, "But there wasn't enough to entice companies to join." This led, in 2002, to the program being put back onto the desk of the Minister of Transportation, where it sat until 2007. Then, after meetings between the Ministry and the industry, it was agreed to re-engineer the program and sweeten the deal with added incentive for carriers.

And sweeten it they did, upping the ante in several ways.

One of the major benefits the new PIC initiative offers is 98% scale bypass for members, thanks to reader poles near highway monitoring stations that interact with a transponder mounted wirelessly inside the PIC members' truck cabs. This not only saves time but, since time is money, helps with their bottom lines.

"When our members approach the scale, they get a green light that tells them they can continue on," says Kranenburg, "and I figure the savings from not having to slow down, stop, get weighed, and get back up to speed again is worth about \$5 per stop."

He says that, even if you're just going from Calgary to Edmonton and back you've saved two stops per trip. This adds up: Kranenburg estimates savings of up to \$500,000 a year depending on the fleet's size, adding that the \$70 per year transponder rental pays for itself very quickly.

Scale bypass was a good start, but Kranenburg (who was asked to run PIC when it was "re-in-trucknated") wanted more. "I was always disturbed when a profile says Satisfactory. Satisfactory is just a marginal passing grade, not the excellence we're trying to focus on."

And in return for reaching PIC's standard of excellence, other perks were introduced – such as eliminating the charge for driver's abstracts. These printouts are an annoying expense, and in Alberta the cost can reach more than \$20 each, \$11 of which goes to the province with the rest tacked on by the private registry office.

"I wanted to see it brought down, with the government part of the charge eliminated," Kranenburg said. He also got a registry in Airdrie to only charge \$5 per abstract, a savings that also adds up.

Kranenburg mentions two other incentives he says are even more important to a carrier, not necessarily in dollar savings – though he says PIC companies are the most profitable because they know a dollar invested into safety and compliance pays back 10 times – but because they reward an attitude and a commitment that pays dividends every day in more efficient and happier operations.

One is the quarterly operational review. "It forces you to look at your operation and see what's happening so far as overweights, convictions, and those things that keep your carrier profile clean. It saves you a lot of work in the long run," Kranenburg says.

Second is the 'Excellent' rating



MEMBERSHIP PAYS: The Partners in Compliance program was once criticized for lacking incentives to join. However, now fleets can bypass most Alberta scales and other benefits are adding to the advantages of membership in the program.

on their profile. "Shippers are starting to realize that their responsibility (liability) is maintained after the product is on the truck," says Kranenburg. "Shippers must deal with responsible companies, carriers that have done their homework. Society is becoming litigious, and you can use the Excellent rating to show customers they have less to worry about when dealing with you."

There's more. PIC carriers have the \$500 permit fee for CVIP inspection shops waived, access to lower insurance rates and potential recognition by B.C. Transportation with a 95% scale bypass there.

Alberta Transportation Minister Luke Ouellette says the program works well. "We're very happy with it. It's making our roads safer because to be a

niche, which gives a lot of comfort to members."

Currently, there are yellow PIC plates (\$7 per year) on approximately 5,000 vehicles in Alberta, including many motor coaches and school buses.

Kranenburg would like to see the program grow into a continent-wide compliance zone.

"I'd like to see it bring together all the programs (in North America) including existing ones. I don't care what it's called as long as the standards are maintained."

The idea, he says, is to allow the various officers the luxury of being able to concentrate on the carriers that aren't complying. "Why waste time with guys who are compliant, who are meeting or exceeding the standards?"

How close is that North American standard? "We're talking

'Shippers are starting to realize that their responsibility (liability) is maintained after the product is on the truck.'

Lane Kranenburg

PIC carrier you have to be audited as up to compliance, so it's made for some of the safest trucks on the road."

Kranenburg says that now some drivers are putting pressure on company owners to meet PIC standards.

"It's better for them as well as for the company," he says, adding that to him, the best benefit is the online reporting every three months. "I send them out electronic forms, they fill them out and send them back – it eliminates about 90% of the useless paperwork and deals only with topics specific to their industry

to Manitoba and Saskatchewan and Washington State," says Kranenburg. He also thinks Ontario's system can be adapted to the concept.

Minister Ouellette has talked with his former counterpart in Saskatchewan and says they expressed interest. "We're working very hard to harmonize all our highway regulations with all western provinces," he says.

Beyond the efficiencies, and the carrots offered, PIC is also about good old fashioned recognition for a job well done. "I wanted to see PIC as recognizing the good guys, the ones who aren't a prob-

lem on the road and who do the work required to ensure they meet the highest standards," says Kranenburg.

The challenge is to get companies to come up to the standards, but Kranenburg says he's seen company execs remark that the whole culture of the company seems to have changed. "They have pride."

It's that "pursuing excellence" thing, but that in itself indicates that this is an eternally evolving process. Kranenburg wants to see PIC go further, with standardized audits that are acceptable across a wider range of organizations.

He also wants to talk to the shipping community, through their associations, "and show them what we're doing to protect them." He's passionate about the fatigue issue, which he says is the contributing factor in many incidents involving commercial trucks. "I'd like to offer a fatigue management program to our members."

Kranenburg also wants to see the focus not only on hardware but on people as well. "I have a huge respect for drivers but the system is letting them down." He cites a lack of proper education through driving schools that offer sub-standard training.

The response so far has been good. "We've just finished our first year using the transponders and not one carrier has dropped out." There are 20 companies in the program currently, representing about 5,000 vehicles.

"The system is working. I did have one driver who was pulled over three times close together, but it was just one of those random things that happens. By the third time they were laughing about it, and the driver was great." □

Manitoba

Manitoba vies to become centre of transportation universe However, will frequent spring flooding dampen those plans?

By Jim Bray

WINNIPEG, Man.—While Toronto may be known – usually derisively – as the centre of the universe, it's Manitoba that's the real geographic centre of the North American universe, a fact the province's transport industry is working to exploit as much as it can.

That's the rationale behind CentrePort Canada, or Winnipeg Inland Port, a concept that, because of its strategic, central location, is being sold as a way to connect businesses across the continent with markets around the world.

This government/private sector partnership has set aside 20,000 acres of land (nearly 8,100 hectares) anchored by Winnipeg's James Armstrong Richardson International Airport for the purpose, which will be accompanied by green field investment opportunities envisioned for distribution centres, warehousing, manufacturing and the like.

The CentrePort concept plans to link ground, air and rail routes at the Winnipeg hub, which means the trucking industry will play a big part in bringing it to fruition. And Manitoba's trucking industry thinks CentrePort's a great idea – though, perhaps not surprisingly, not one without challenges.

"We're all for it," says Bob Dolyniuk, general manager of the Manitoba Trucking Association. "Not only is Winnipeg the geographic centre of the continent, but it's also the only location in western Canada where both CN and CP Rail co-exist. We also have an air freight terminal that's available and used 24/7 for domestic and overseas flights, access to the Port of Churchill and the mid-continent corridor. And of course we have our illustrious Manitoba trucking industry."

Dolyniuk says it's a great opportunity.

"Winnipeg's a logical distribution point. You can bring a shipment in by air or rail, and truck it to nearly any point on the continent within 36 hours. It also offers great value for products moving from the midwest US, Manitoba, northwestern Ontario and parts of Saskatchewan to the far east."

Maybe, but one potential fly in the ointment is Manitoba's infamous floods, which have been known to throw monkey wrenches into the trucking industry's activities, especially if they're heading south past the 49th parallel. Washed out roads are a major pain, causing millions of dollars in extra expenses as companies are forced to reroute their trucks around the wet stuff.

"We had flooding this year, and 2006 and 1997," Dolyniuk reports, "and we're preparing some recommendations to take to the province regarding Highway 75 for when it floods in the future."

He says that particular thoroughfare was closed for 35 days this year due to flooding, and the detour added significant distance

to trips between Winnipeg and the US border.

But he believes there are workable alternatives, though he's being closed-mouthed so far about what they may be.

"We think there are reasonable alternatives without having to create huge detours," Dolyniuk says. "It will entail upgrading existing roads that bypass the area in question, and some things are in play between various municipalities that bode well (for finding a solution)."

Dolyniuk says support has been expressed from some communities that would be impacted by these alternative routes but, beyond that, he says it would be inappropriate to comment further until his organization has a chance to talk with the minister.

In the meantime, "What we look at down the road, beyond the flooding issue, is the actual border crossing facilities on both sides," he says.

The current facilities can't accommodate the FAST (Free and Secure Trade) initiative, which he says is "A bit of a frustration." Dolyniuk also mentions traffic queues that mix commercial and personal traffic on each side of the border as an issue. "There needs to be dedicated personal and commercial lanes. Certain over-height loads can't get through the regular traffic lanes now because of a walkway over the booth. We definitely need to address the infrastructure at the border."

"Pembina is the busiest port between Blaine and Windsor," Dolyniuk adds, "and in the preparations for CentrePort being ramped up, these issues will need to be addressed and FAST service facilitated at Pembina as well."

That ramping up is well underway, according to CentrePort chairman Kerry Hawkins. "We're pretty well up and running," he says.

"Twenty-thousand acres have been put under our control, we're in the process of discussing development of the land – servicing is a big issue – and that's moving along."

Hawkins says they have a major grant under their belts from the federal and provincial governments – \$212 million – to build a four-lane, high traffic bypass from the west to the airport property directly and will "probably start construction soon."

So far as the Highway 75 flooding issue is concerned, however, Hawkins sees it as being merely a red herring.

"We assume a flood of some sort will happen every year, and they don't last months. Every once in a while there's a longer one, but it isn't a huge issue." Hawkins says there are multiple roads available for diverting truck traffic and the ability to get around flooded areas is "Quite sophisticated."

He admits a flood can add hours

to a trip but, "there are over 1,000 trucking companies in Manitoba and none have moved away. It's an inconvenience, but all they do is drive around it – it's not a show stopper at all."

Hawkins says that, generally, only portions of the highways flood and points out that well-run alternate routes are put into effect so trucking can continue. "Look at it in time and how timely you can

get from CentrePort to the customer and we're literally talking about only a few hours' difference."

Still, if nothing else, there's that pesky perception of a vast maritime sea taking up part of Manitoba at times, and Hawkins admits it's something that potential customers have asked about. "But they're satisfied that it isn't a serious issue," he says. □

'There are over 1,000 trucking companies in Manitoba and none have moved away (due to flooding).'

Kerry Hawkins

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IDENTITY FLEET

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. □



HUMAN INTEREST

Alberta

New regulations promise to streamline, modernize Alberta rules

By Jim Bray

CALGARY, Alta. – New rules that came into effect in Alberta on July 1 should help simplify drivers' lives as well as making the province's regulations more compliant going forward.

That's according to Alberta Transportation Minister Luke Ouellette. "We took nine existing regulations and moved them into one," Ouellette says, "as well as making them meet the new Transport Canada federal regulations."

The changes to the Commercial Vehicle Safety Regulations and Vehicle Equipment Regulations will affect cargo and people carriers and are designed "to update Alberta regulations and ensure they are consistent with current Canadian and North American standards," according to the Ministry.

Major changes range from the need for a new compliance label or mechanical fitness certificate (from a qualified professional engineer, naturally) for modified vehicles built from January 1, 2012 onward to the requirement that, in what may seem like a no-brainer, all vehicles must be maintained "in safe operating condition."

Other tweaks include that commercial vehicles have brakes on all wheels including trailers (unless exempted by the Motor Vehicle Safety Act or the Traffic Safety Act), the need to display a warning sign on the rear of commercial vehicles transporting flammable liquid or gas (if the tank has a capacity of 5,000 litres or greater) and the prohibition of single-axle trailers other than semis from carrying petroleum products on a highway if the tank's capacity is 3,000 litres or more (for flammable liquids) or 450 litres or more (for flammable gas).

The requirements in the Driveway and Towaway regulation have also been simplified, and updated to reflect "current

automotive technology."

And, in a move that will bring Alberta in line with national safety standards – and other jurisdictions – written daily trip inspection reports will be required for trucks, tractors, trailers and buses.

Other highlights include:

- Commercial vehicles will no longer be allowed to operate on a highway at a speed or with a load greater than the rating of any of the vehicle's tires;
- "Working lights" are permitted on commercial vehicles as long as they aren't in motion on a highway;
- Updated first aid kit and fire extinguisher standards.

Alberta Transportation says the changes come about after a multi-year review of commercial vehicle safety and equipment regulations which involved "extensive consultation with commercial vehicle stakeholders including industry, municipal, and safety organizations."

According to Minister Ouellette, the changes are meant to make things more straightforward – and safer – for Alberta operators and drivers. "We wanted to consolidate some rules and address some procedural and safety issues," he says.

Mayne Root, executive director of the Alberta Motor Transport Association, says they're in the process of identifying major issues but that their initial reaction is to support simplifying the rules as long as it doesn't lead to more confusion.

"Their intent is valid," he says. "But when things are amalgamated, it tends to provide the opportunity for some confusion."

Root points to the section mandating written trip inspections, which weren't a requirement in Alberta previously, and says the way the new rule is written currently it could lead carriers to

think the same inspection is required for every commercial vehicle, whether truck or various class of bus.

"But it's different between the different types of vehicle, so you have to read the regulation fully, including all the subsections. It should be more clear, what's required for whom and for what classes of commercial vehicle."

Root also raises a concern with new provisions regarding cargo securement, which he says appears to be leading to the enforcement people insisting that every bit of cargo is secured in closed trailers at all times, regardless of its size or weight.

"It's going to create a huge issue because some carriers are doing multiple pick-ups and deliveries and having to immobilize everything just isn't realistic."

He also says it's uncalled for, since no safety issues have been raised. "We're going to be challenging that."

Then there's the new interpretation of the requirement for mud flaps and fenders, which appears to say that each vehicle in Alberta, not just commercial vehicles, must have a fender over each wheel.

"We have a concern with having to have coverage over top of tire

combinations even though there's the body of a trailer sitting over top of that same combination," Root says.

"The regulation appears to say you need a fender over and above that, and that may create a huge impact on the industry."

He says there are literally tens of thousands of tractors that have no fenders because they weren't required – and aren't really needed because the trailers already act like fenders.

"We're trying to get an interpretation from the people who developed the regulation," Root says.

Root says that overall, however, "This isn't a bad thing. But you have to be very careful how each separate section, subsection and the like is looked at because they have to cover a wide variety of issues and in doing so it can create confusion."

Root says it's good that everything is being put in one place now, though, because it should make the regulations more convenient to work with.

"It's all about the interpretation," Root says. "And going forward we're going to continue to look for some degree of satisfaction with making the rules actually fit the requirements of the industry, to make them realistic." □

Alberta cracks down on commercial vehicles in June

EDMONTON, Alta. – Surprise commercial vehicle enforcement blitzes across Alberta in June netted 1,202 charges.

More than 4,101 commercial vehicles (including 150 buses) were inspected during the inspections, according to the province. The blitzes were conducted by Alberta Transportation and other law enforcement agencies.

The inspections resulted in 466 vehicles being placed out-of-service while 356 trucks were fined for being overloaded, 176 violated dangerous goods rules and 646 were charged for "other" violations, including lacking insurance, driving with a suspended licence or lacking the necessary permits.

Alberta Transportation was using its thermal imaging technology to determine if vehicles had defective brakes, tires or other mechanical components. It's the first province to use the technology.

June is Commercial Vehicle Safety Month in Alberta. □

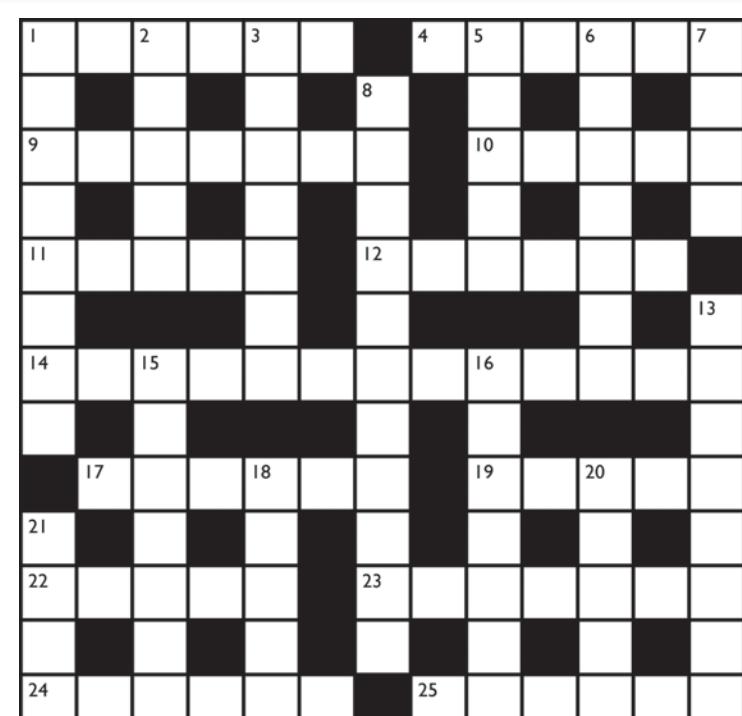
THIS MONTH'S CROSSWORD PUZZLE

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



Answers on page 24

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Profile

Ruggedly independent to the core

A trucking pioneer receives his due

By Jim Bray

CALGARY, Alta. – He's hauled from Alaska to the lower 48 over a span of a half century and he's seen a lot of changes in the industry. And now he's the recipient of the 2009 Alberta Motor Transport Association's Historical Award.

Phil Walton is a Calgarian with an independent streak as wide as the road is long. He's been behind the wheel since he could get a licence – and maybe just a bit before – and his journeys have taken him from employee to independent, to corporation and even to inventor.

He comes by his independence and love for the road honestly.

"My dad was a cowboy," he

says. "We grew up on horses and I always liked travel."

They did a lot of that which, combined with a *Reader's Digest* article about 'The Monster in the North' that the young Walton read while at school in Blairmore, may explain the confluence in his life of travelling, trucking and trying new things.

"It was a pretty intriguing story and it had a picture of an R.G. Letourneau machine they'd built to help with the construction of the DEW Line, and that kind of stayed with me," he recalls.

The North had a particular romance for Walton and he visited it often.

One of his first jobs was tail-

ending on a distributor, while still too young to drive.

He gravitated into driving small trucks in the oil patch and, when that gig ended he was interested enough in continuing that he bought a gravel truck to work in Valleyview.

"The rest was history – gravel to logging to back to the oil patch."

Walton eventually moved back to Calgary, and went trucking into B.C., hauling cement to the East Kootenay and bringing back lumber.

"From there we went and got a few contracts of our own," he says. One was moving roof trusses up from the US, a contract that lasted three years and which took him to



EARLY START: Phil Walton got into trucking as soon as he was old enough – or maybe a bit before.

the Yukon, northern towns across B.C. and into Manitoba. "Then they changed management and wanted to change carriers."

By then it was the 1960s, and with his fleet of six trucks he was also hauling cattle into Seattle and Tacoma.

Walton always tried to find his own niche, and to do things no-one else was doing. "We still dabbled with light oilfield hauling, but we also built custom step decks back when there weren't many of them around," he explains.

Walton met with Panarctic Oil "the week they formed," and that ended up being a 15 year venture. "Our job was to load all the materials and drill rigs onto Hercules aircraft at Yellowknife and take them up to Melville and the high arctic islands," he remembers.

Being in the right place at the right time with Panarctic blended nicely with Walton's desire to explore new horizons.

"I always tried to find work that was a first," he says. "And I never did butt into anyone else's jobs or contracts." This desire to be first led to his creation of some specialty vehicles that could go where a normal truck couldn't – such as the high arctic.

One of these was a large "land locomotive" that used a big diesel engine to drive a generator that powered electric motors driving the wheels – a concept that sounds similar to one GM has dabbled with in recent years as the basis for a high-tech "skateboard" automotive platform. Walton's train pulled supplies into the Old Crow region of the Yukon when CN was building microwave bases there.

Walton has always considered Calgary his home base, though at times he's had several offices.

"But I don't think they ever paid off," he says of his other offices. "They were just bonfires to put out." This undoubtedly contributed to his refusal to let his business expand to the point where he couldn't recognize it from the Phil Walton Enterprise Hauling he first started in 1961.

Walton has obviously built an enviable reputation, but he takes it in stride.

"It was quite easy back then. And I had a lot of peers I worked with and even the worst of them gave me good experience to learn from."

If he has any regrets, it's in being a little impatient with some of his employees over the years.

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

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

14,969 kg. & over (33,001 lbs. & over)... YES NO
11,794-14,968 kg. (26,001-33,000 lbs.)... YES NO
8,846-11,793 kg. (19,501-26,000 lbs.)... YES NO
4,536-8,845 kg. (10,000-19,500 lbs.).... YES NO
Under 4,536 kg. (10,000 lbs.)..... YES NO

3) This location operates, controls or administers:

Diesel powered vehicles..... YES NO
Refrigerated vehicles..... YES NO
Pickups or Utility Vans..... YES NO
Propane powered vehicles..... YES NO

4) Do you operate maintenance facilities at this location?

IF YES, do you employ mechanics?..... YES NO
 YES NO

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- a) For Hire/Contract Trucking (hauling for others)
 - b) Lease/Rental
 - c) Food Production / Distribution / Beverages
 - d) Farming
 - e) Government (Fed., Prov., Local)
 - f) Public Utility (electric, gas, telephone)
 - g) Construction / Mining / Sand & Gravel
 - h) Petroleum / Dry Bulk / Chemicals / Tank
 - i) Manufacturing / Processing
 - j) Retail
 - ji) Wholesale
 - k) Logging / Lumber
 - b) Bus Transportation
 - m) Other (Please specify) _____
- 6) Are you involved in the purchase of equipment or replacement parts?
- 7) Are you responsible either directly or indirectly for equipment maintenance?

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TODAY!

"Sometimes I think about some people I had too short a fuse with earlier in my career, people I sold too short. I always had good people but I think I could've had more if I'd been gentler with them."

Naturally, a lot has changed since Walton began driving, and he doesn't think all of it is for the better.

He cites increased bureaucracy that big and little companies alike have to keep on top of, though the smaller companies are at a disadvantage because "they're not geared for it."

Walton thinks safety regulation has gotten a bit out of hand, too.

"There's a time and a place for everything and when you have to print out \$10,000 worth of safety manuals that no-one reads and it's really just common sense anyways – you can just see the dollars going to waste," he says. "We don't live in a perfect world, but if you have a good safety record that should speak for itself – you shouldn't have to prove it over and over again."

Still, Walton thinks the changes are for the better overall. "I'd sooner cross the border today than years ago," he says. "A new generation has taken over and they're human. You come in, they ask you a few questions and you can ask them a few questions – there's none of this 'us against them' like there was in the past – you keep your operation clean and there's no trouble."

Technology has also changed for the better, mostly. "I'd have trouble going back to the 60s," he says. "You can get a lot more out of a day with today's equipment. It's fantastic."

But a long career also brings with it a broad perspective. "I drive one of the fanciest, best trucks on the road, with all the comforts of home, but some of the electronics in it cost as much as we used to pay for an engine. It's much more complex, too; you can't do a lot of the work yourself that you could once. It's all computerized. It takes your ability away to a certain extent."

Walton is philosophical about it all, though. "It's a natural state of affairs. Nothing stands still, even I had to grow."

But while he did grow, his refusal to grow the company as quickly or as large as he could have is part of the reason for his longevity.

"I'm one of the few still here operating regionally because I know when to retreat – how not to get overextended by expanding too much, too fast. You need solid foundations and truckers have always been pushed into growth and eventually it leads into trouble," he reasons.

He has more advice for up and comers, too: "You need to have enough heart in the job to get it done and learn to sacrifice to get that. I don't mean stupidly but you have to persevere – and especially as a small business, you have to be good at everything. I know people who take the night off but my phone would ring 24 hours a day."

While dedicating his energies to



STILL TRUCKIN': The pride that comes from a job well done is what motivates Phil Walton today.

the business meant he had to give up some of his personal life, he's grateful for his wife, Cathy, and her understanding that he'd be away for months at a time, with very few phone calls.

Today he still works with his sons, for whom he started Walton Enterprise Inc. when he decided to slow down.

Looking at the world today, this fiercely independent Albertan sees a lot he doesn't like.

"This recession may be a lot different from past ones, and people are going to have to tighten their belts. There's so much waste in our lives now – everything's disposable. We've got to slow down and smell the flowers."

He blames much of the current challenges on creeping socialism. "Freedom requires responsibility. You have the socialist thinker and the conservative thinker," he says. "The socialist thinker has an easier time because people like to be protected."

Walton doesn't trust the likes of Al Gore and David Suzuki, either. "It isn't about the environment," he says, "it's about controlling us. This is socialism."

When Walton learned he was going to be presented the AMTA Historical Award, he took it in stride.

"I said 'That's nice of you. What hoops do I have to jump through?' Paul (Rubak, representing the American Truck Historical Society) said I could just show up. It was a nice visit."

After more than half a century of working, Walton still experiences what he considers to be the fondest memory of his career:



NO JOB TOO BIG: 'You've got a load of what?' No delivery was too difficult – or unusual – for Walton.



Satisfaction in a job well done. "When you move away from the job site and you look back and feel you've done a good job, that's important."

And with as little BS as possible. "We like being hands-on – just point us in the direction and we can go and get the job done without a lot of supervision." □



AN INVENTOR TOO: Walton once needed a land locomotive, so he invented one himself.

Maintenance master focuses on people first

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

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

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 Vandespyker. He thanked everyone involved in his nomination, and when asked for the most important trait of a good maintenance manager, Vandespyker 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.

Vandespyker, 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



PEOPLE-ORIENTED: Ben Vandespyker of Active Transport was named the Canadian Fleet Maintenance Manager of the Year, thanks in part to his people skills.

Photo by Adam Ledlow

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 Vandespyker'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 West*.

"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 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 re-caps on all the trailers," noted Vandespyker.

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 Vandespyker, 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 Vandespyker 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 Vandespyker.

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, Vandespyker 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. □

Driving Championships

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 parti-



NOT FEASIBLE: Due to a lack of sponsors and the costs associated with the event, this year's national championships had to be cancelled. *File photo*

pation 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. □

Results: Show goes on in several western provinces

LANGLEY, B.C. – Despite the unfortunate cancellation of this year's National Professional Truck Driving Championships, several provincial competitions went ahead as planned.

Manitoba

Manitoba drivers braved wet conditions to compete in the provincial championships on June 27. A total of 39 drivers squared off in six different categories. Winners were: Garth Deschamps, Canadian Freightways, step van; Gene Wertepny, TST Overland Express, straight truck; Brian Hrabarchuk, Con-Way Freight Canada, single-single; Frank Klassen, Penner International, single-tandem; Ed Eagle, Canada Safeway, tandem-

tandem; and Ken Wiebe, EBD Enterprises, Super-B. Top Team honours went to TST Overland Express and Eagle was named Grand Champion.

Alberta

In Alberta, drivers turned out at the Westerner Park in Red Deer to go head to head in the province's truck rodeo. Winners were: Randy Smith, Canadian Freightways, step van; David Bulechowsky, City of Calgary, straight truck; Patrick Thorne, Canadian Freightways, single-single; Timothy Bingley, Sokil Express, single-tandem; Dirk Reid, Bison Transport, tandem-tandem; Steve Calhoun, Canadian Freightways, B-Train. Bulechowsky was named Grand Champion and

the Team Award went to Canadian Freightways.

B.C.

Forty-nine of B.C.'s top drivers competed in that province's competition on June 27 at the Tradex Centre in Abbotsford. Winners were: Robert Mullen, Canadian Freightways, step van; Hans Wettstein, Canadian Freightways, straight truck; Jack Newton, Canadian Freightways, single-single; Edward Rolston, Van Kam Freightways, single-tandem; Dean Grant, Agrifoods International Co-op, tandem-tandem; and David Lighton, Air Liquide, B-Train. The Team Award went to – you guessed it – Canadian Freightways. Grant was named Grand Champion. □

MISSING

SHAFIQ VISRAM 5428-SR



D.O.B.: May 26, 1975

Missing since: May 30, 1994

Missing from: Manotick, Ontario

Height: 5' 8"

Weight: 160 lbs.

Eye Colour: Brown

Hair Colour: Dark Brown

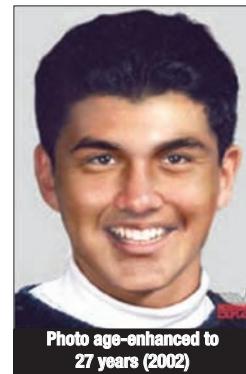


Photo age-enhanced to 27 years (2002)

Shafiq was last seen walking in the area around his school on May 30, 1994. His school bag was found two days later – empty. He has not been heard from since.

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Canada

Sponsors, drivers needed for Alberta leg of Convoy for a Cure

Continued from page 1

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



GROWING: The first Convoy for a Cure was held last year in Ontario.

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 OOIDA/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. □

Canadian trucking industry impresses during Roadcheck

WASHINGTON, D.C. – The results of the North America-wide enforcement blitz known as Roadcheck are in – and they're impressive.

Overall vehicle and driver out-of-service rates both declined this year, and seatbelt use increased according to results from the 72-hour blitz that took place June 2-4. About 17 trucks were inspected every minute in Canada, the US and Mexico, according to the Commercial Vehicle Safety Alliance (CVSA).

The overall compliance rate of 80.4% was the highest since 1996 and the overall driver compliance rate of 95.7% was the best ever, CVSA reports. For NAS Level 1 inspections, the compliance rate of 77.8% (vehicles) and 96.1% (drivers) was the best ever, representing 7.1% and 20.4% improvements respectively over last year's results.

Meanwhile, seat belt violations were down 22.2% over last year.

"The commercial motor vehicle industry is proving the old adage that it pays to be safe," said Darren Christle, CVSA president. "If you look at the data it clearly shows when carriers prepare for safety they will benefit not only by avoiding fines but by saving lives. It can be said that Roadcheck 2009 saved 17 lives and helped to avoid 307 injuries. Over the course of an entire year that equals 2,068 lives saved and 37,352 injuries avoided. By any measure those are big numbers, and the enforcement community should be proud of its accomplishments in this regard."

In Canada, the news was even better, with Canadian carriers exceeding the North America-wide averages. In Canada, 82% of vehicles

and 97% of drivers inspected were found to be in compliance.

"Roadcheck figures since 2007 show small but consistent improvements in vehicle mechanical fitness and driver condition in the industry," said Canadian Trucking Alliance CEO, David Bradley. "Despite enormous pressures on the bottom line of carriers as a result of this fiscal downturn, these Roadcheck figures are a shining example that the industry has the best people behind the wheel; support, maintenance and operations staff dedicated to safety and industry leaders that are firmly committed to investing in road safety."

A complete breakdown of Roadcheck 2009 is as follows:

Driver results:

All inspections: 95.6% of drivers passed, and 4.4% were placed out of service (5.3% were out of service in 2008).

All Level 1 inspections: 96.1% of drivers passed, and 3.9% were placed out of service (4.9% were out of service in 2008).

HazMat: 97% of drivers passed, and 3% were placed out of service (2.4% were out of service in 2008).

Vehicle results:

All inspections: 80.4% of vehicles passed, and 19.6% were placed out of service (20.8% were out of service in 2008).

All Level 1 inspections: 77.8% of vehicles passed, and 22.2% were placed out of service (23.9% were out of service in 2008).

HazMat: 83% of vehicles passed the inspection, and 17% were placed out of service (17.6% were out of service in 2008). □

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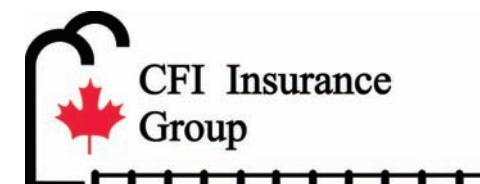


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This year's Truck News/Chevron Charity Golf Event exceeded everyone's expectations. Finally, we had great weather! But, more importantly, not only did we meet our goal of raising enough money to send young Cole and his family on a dream Disney Cruise, 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 said 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.

Our sponsors:



more Wishes





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

Photo by Jeff Mitchell

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, 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 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's 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



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

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.

'Who wants to die for a box of chicken?'

Paul Cyr

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* and *Truck West*.

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 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 weren't particularly hot during these test drives,

On-road Editor

Harry Rudolfs

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; jack-knifes 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



CAPACITY

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 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 dif-



OTTAWA

ferently. 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? □



TICO

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



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

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 Transicold'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 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. □

Tax Talk

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 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.

Tax Talk**Scott Taylor**

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. For information, visit www.tfsgroup.com.*

Safety

Plan ahead and survive the crash with a loss reporting plan

Ask the Experts**Dave Roth & Jon Medel**

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 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 designated 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.*

Opinion

Civil libertarian?

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 seatbelt 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.

Industry

California clean air laws to affect us too

Industry Issues

David Bradley



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 billion, 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.

CTA is a member of SmartWay and the CARB/SmartWay equipment is consistent with CTA's

Voice of the O/O

Joanne Ritchie



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.

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 made 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.

for Canada and one for the US work.

CTA recently urged the Canadian Council of Ministers responsible for both transportation and the environment 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.

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. □

– David Bradley is CEO of the Canadian Trucking Alliance.

Border

Aldergrove border crossing an open and shut – and open again – case

CBSA responds to BCTA pressure, will keep crossing open to trucks

By Jim Bray

ALDERGROVE, B.C. – First they were going to close it down to trucks, then it got a reprieve – and the B.C. Trucking Association says it had a lot to do with the second chance the Aldergrove border crossing has received.

And while it's happy with the way the issue is unfolding now, the BCTA was a tad nonplussed at the way it was handled right off the bat.

"This was a slightly odd situation," says Louise Yako, vice-president of the BCTA. "Normally, with the CBSA (Canada Border Services Agency) and any government department, there's usually a formal consultation process. In this case, however, we heard several times through the grapevine that officials were thinking about closing Aldergrove (to trucks) but when we asked them – expecting the usual consultation process – they'd say nothing had been decided."

Then the news hit that the crossing would, in fact, close to commercial traffic, leaving the other already-strained crossings to take up the slack. That sent the BCTA into action.

"We requested a direct meeting with the CBSA, and presented information on the impact the closure would have," the association said. They offered economic data on the impact the closure would have on trucking companies themselves, as well as demographic studies on projected population and business growth in the Fraser Valley. And they showed that closing Aldergrove would throw a monkey wrench into future development.

"You can't build any more in Vancouver, Burnaby and those communities because they're running out of space and the only area of growth left is in the Fraser Valley," Yako says, pointing out that this view is backed up by surveys and other info from the business community on both sides of the border. Rather than closing the facility down, then, "We'd like

to see the more important border services moving eastward," to facilitate this growth.

Yako says the CBSA responded quickly and that "Given the information we'd provided, they changed their minds."

Keeping the current facility open is only a temporary move, however, until a new facility can be developed. Yako says the CBSA is developing a plan to handle the transition, which they've promised to share with the BCTA, a process she says should happen relatively quickly – "Probably within weeks."

"We'll be reacting to what they draft," Yako says, noting the CBSA didn't ask the BCTA for any recommendations, just for a response to what they come up with in the transitional plan. But she knows what the BCTA would like to see.

"We'd like eventually to see full commercial services at the crossing, which involves having to coordinate with Infrastructure Development so access is improved to and from the facility."

Currently, access is via Highway 13, which will need to be upgraded substantially between the border and the Trans-Canada highway.

"It'll need to be twinned at some point," Yako says. The BCTA also wants to see the capability for brokers to have space as well. Currently there are none, "So we'll need that."

Keeping – and expanding – the Aldergrove crossing does appear to make economic and demographic sense. As of 2007, it hosted 17% of B.C.'s approximately 1.2 million northbound and southbound trucks, making it the 12th largest commercial crossing in the country, according to the BCTA.

And there's reason beyond the easterly migration of people and businesses to think that Aldergrove might only become more important in the future: until 2006, it was the only crossing in the province to post a steady increase in northbound volume.

Analysis shows that truck volume increased an average of 11% per year between 1995 and its peak in 2006, whereas the average volume at Pacific Highway peaked in 2000 and has gone down by 2% per year since then, while Huntingdon's northbound traffic has dropped 10% per year since a 2002 peak.

Not only that, but despite the decline in actual traffic since 2006, the overall value of goods entering Canada has gone up from \$157 million in 2006 to \$231 million in 2008.

According to statistics published by Washington State's Whatcom County Council of Governments, southbound truck traffic showed a slight rise between 2006 and 2008 (from 55,853 to 56,855), the only one of the three crossings not to show a decline in southbound volume during that period.

Time will tell what proposals the CBSA will come up with, but it appears clear that there are compelling reasons not only for keeping Aldergrove open but for upgrading the facilities to take into account changing realities. Yako says the BCTA will work with the business community and other interested organizations on both sides of the border, including the Greater Vancouver Gateway Council and the International Trade and Mobility Corridor, to make sure the governments involved are aware of how important it is to the trucking industry for the facility and the highway that connects it to be capable of handling Aldergrove's projected growth.

"This is really where strength in numbers makes a difference," Yako says. "And we'd certainly welcome more support from the industry." □

Bradley warns of border back-ups

BOISE, Idaho – Canadian Trucking Alliance (CTA) chief David Bradley travelled to Idaho July 13 to warn Canadian and US legislators that there are still major problems at the Canada/US border, even though they are masked by lower volumes due to the economic downturn.

He was speaking at the Pacific Northwest Economic Region Summit, where he warned that a return to normal volumes will reveal long delays and less predictability at the border.

"Anything that impairs the efficiency, productivity and reliability of the North American supply chain impacts negatively on the region's ability to compete, to attract direct investment and to take full advantage of economic recovery when it comes," Bradley pointed out.

The states of Alaska, Idaho, Montana, Oregon and Washington and the provinces of Alberta, B.C. and Saskatchewan and the Yukon territory were all represented at the conference.

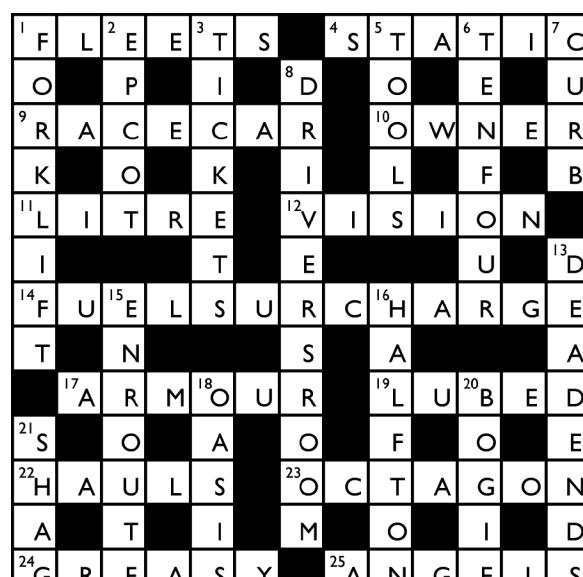
Bradley insisted it's possible to maintain border security while at the same time facilitating cross-border trade. For instance, the move towards automating cross-border truck traffic has the potential to improve efficiency, he said.

However, he also said there can be "no denying that the border is less efficient than it was before (9/11) and there were problems at the border prior to 9/11."

"Creating a more secure, efficient and flexible border will require the restoration of a risk assessment focus, real value-added benefits from participation in low-risk trade programs, appropriate levels of inspectors, and strategic investment in infrastructure – and not just bricks and mortar but systems as well," said Bradley.

And he also said Canada and the US must coordinate and reciprocally recognize security programs on both sides of the border. For instance, Bradley said truck drivers shouldn't have to carry an assortment of low-risk security cards.

According to Bradley, what happens away from the border is as important as what happens at the border. □



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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



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

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 department placed first in Cummins' Best in the West pro-

gram 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." □

SCR vs EGR battle now playing out in US courts

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.

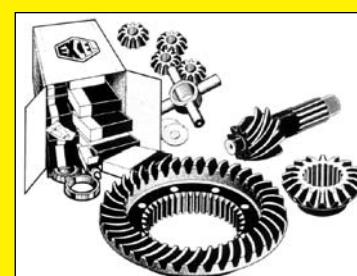
"Navistar, of course, admits its technology is unable to reach the 0.2 g NOx limit. There is absolutely no benefit to society, customers or the environment in the approach Navistar has deliberately chosen to confuse this very im-

portant 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. □

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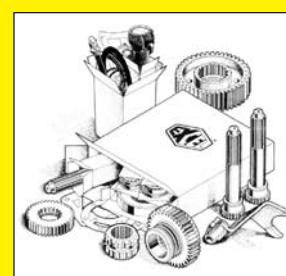
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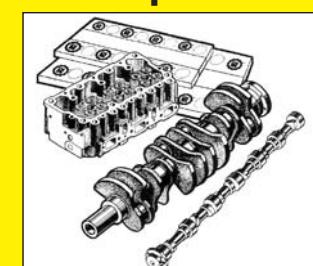
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PURE AND CLEAN: Canadian Springs put its first hybrid delivery truck into service to quench the thirst of street hockey players in Vancouver.

Canadian Springs takes delivery of hybrid

VANCOUVER, B.C. – Canadian Springs has taken delivery of its first Class 7 hybrid delivery truck, and proudly used it to deliver drinking water to 2,000 street hockey players in the recent Play On! National Street Hockey Tournament in Vancouver.

Canadian Springs' hybrid is a Kenworth leased through PacLease and was partially funded by the Fraser Basin Council and the B.C. Ministry of the Environment.

The company says it expects to reduce its emissions by 37% when using hybrids to deliver bottled water.

"Our goal is to be the most progressive beverage company in the world on many fronts," said

Mengo McCall, director of business development with Canadian Springs. "Pure, clean drinking water is our business but we can't also pollute our air while providing that water."

The company says it will continue to seek opportunities to reduce its environmental impact.

"Today we're happy to start using hybrids, tomorrow maybe the technology will be available for plug-in hybrids, all-electric or fuel cell vehicles," said McCall.

"We're aiming to be carbon neutral while continuing to supply a healthy product that does not contain sugar like so many other beverages. Our customers know our value and we're demonstrating our commitment to be progressive." □

Navistar's Chatham plant idles as remaining workers laid off

CHATHAM, Ont. – Workers at Navistar's Chatham truck plant have rejected the company's latest offer and the plant now sits idle, according to the Canadian Auto Workers (CAW) union.

"We cannot expect our members to accept a contract that will eliminate their jobs and devastate their already hard hit community," said CAW president Ken Lewenza. "We need a real commitment from the company on the future of this plant."

Workers at the plant no longer have a contract, and the remaining 350 workers have now been laid off. About 800 workers at the plant were already laid off, prior to the expiration of the agreement June 30. □

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. □

Hybrids take to the Hill

WASHINGTON, D.C. – US legislators were given an up-close look at some hybrid commercial vehicles recently during a demonstration at Capitol Hill.

Mack had a TerraPro cabover hybrid on display at the event (dubbed Hybrid on the Hill Day), which is the company's first production intent parallel diesel-electric hybrid for Class 8 heavy-duty applications.

"Our hybrid technology will be commercially viable, yet it will take time to establish a robust hybrid market for heavy vehicles that will enable us to invest in large scale production," said Dennis Slagle, Mack president and CEO. "Incentives will accelerate the adoption of Class 8 hybrids and bring forward the positive environmental changes."

Mack officials emphasized the important role government can play in encouraging the use of environmentally-friendly commercial vehicles through the use of grants and subsidies.

Currently, most heavy-duty hybrids come at a significant cost premium and that will continue until

economies of scale are established, company officials pointed out.

"Government incentives are necessary to establish a market for these vehicles with environmental benefits, similar to the incentives offered for hybrid passenger vehicles," said Tom Kelly, Mack senior vice-president, product portfolio management. "The public benefit of these incentives will be reduced environmental impact as hybrid heavy-duty trucks become more common."

ArvinMeritor was also represented on Capitol Hill, where it showcased its own hybrid system currently in use by Wal-Mart.

Wal-Mart is currently evaluating ArvinMeritor's first hybrid drive-train system in linehaul applications.

"While most hybrid systems today are best suited for start-stop applications, our hybrid drivetrain is specifically designed for linehaul, over-the-road trucks, the largest segment of the commercial vehicle population," said Carsten J. Reinhardt, president of ArvinMeritor's Commercial Vehicle Systems (CVS) business. □

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 work-horses 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.crao.org/index.html. □

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. □



GREAT JOB: GreatWest Kenworth was recognized as the top MD Kenworth dealer in North America.

Opinion

The Donald Woods murder sure puts 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

People

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.” □

Publisher's Comment

Rob Wilkins



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 feature 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 (or haven't spent much time in Ontario) 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 story on pg. 18).

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 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 West* and he can be reached at 416-510-5123.

A PAT ON THE BACK NEVER FELT SO good...

Every year the Canadian Business Press
recognizes publications that excel in writing and
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Top five Canadian Business Website
for the fourth straight year:
trucknews.com

Top five finish in the Best Resource/Infrastructure Article:
James Menzies, *Truck West*

Top five Canadian Business Website:
Canadian Transportation & Logistics: ctl.ca

Gold Award in the Best Resource/Infrastructure Article:
Adam Ledlow, Canadian Transportation & Logistics

Silver Award in the Best Cover Category:
Mary Peligra, Adam Ledlow, Lou Smyrlis, *Motortruck Fleet Executive*

Canadian Transportation & Logistics and Motortruck Fleet Executive
were the only two transportation publications to receive
gold or silver honours during the 2009 awards ceremony.



THOU SHUNT NOT KILL!

Mark Dalton: Owner Operator

FICTION

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. "It'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

The continuing adventures of *Mark Dalton: Owner/Operator*

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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.

Tires & Wheels



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.

Accessories

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.

Evans Cooling Systems has introduced a new **waterless heavy-duty thermal engine coolant** that it says was able to improve fuel economy by 3% when independently tested to TMC/SAE Type II standards by Auburn University. The company says it also offers superior corrosion protection. The company claims to have the only waterless coolant available in the market. Its boiling point is 150 degrees F warmer than the operating temperature of the engine, which prevents overheating, corrosion, liner cavitation and other maintenance issues. Visit www.evanscooling.com for more.□



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 Van Other _____

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 Tanker Straight Truck Super B Reefer
 Van Other _____

Current Drivers License: Do you have a Commercial License? Yes No

License # _____ Exp. Date _____ Prov/State Issued _____ Type _____

Has your license ever been suspended? Yes No Total Truck Driving Experience _____ /yrs

Last Employer _____

Name _____ Company City _____ Prov/State _____

Tel _____ Start/End Date _____

Job Description _____ Reason for Leaving _____

Certification/Training:

Doubles/Triples Air Brake Adjustment Over-Size Loads Hazmat Air Brake (Drive) Tankers

Name of School _____ Name of Course Completed _____

City _____ Prov/State _____ Start/End Date _____

Can you lift 50lbs? Yes No

Cross Border Travel:

I am able to cross the Canada/U.S. border to haul International loads Yes No

I am willing to cross the border Yes I am FAST approved Yes No

Would you like to be contacted by driver agencies? Yes No

By filling out and signing this application, I agree to abide by Driverlinks's terms and conditions and consent to the use of personal information according to the Driverlink privacy policy.

Signature _____ **Date** _____

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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 West* 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



Dave Pearce

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

Can you maintain a healthy lifestyle on the road?

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 Buckingham 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.



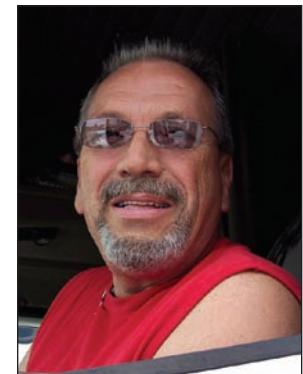
Timothy Logan

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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