

TRUCK NEWS WEST

Delivering daily news at trucknews.com

Volume 30, Issue 1

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Guilty plea

Driver from Humboldt tragedy pleads guilty.

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Military might

More needed to get ex-military behind the wheel.

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Electronics show

OEMs show off products during CES in Las Vegas.

Reach us at our Western Canada news bureau
Contact **Derek Clouthier**
Derek@Newcom.ca
or call 403-969-1506



The largest load to hit Alberta highways made its way from Edmonton to north of Fort Saskatchewan Jan. 6, arriving four days later.

Historic haul

Heaviest load to ever travel Alberta highways a success

By **Derek Clouthier**

EDMONTON, ALBERTA

The heaviest load to ever be hauled on Alberta's highway network, carrying equipment taller than the Statue of Liberty, went off without a hitch.

Starting its trip from Edmonton Jan. 6, the load made its way to a destination north of Fort Saskatchewan, arriving Jan. 10.

Weighing in at 820 tons, the 96-meter long propylene-propane splitter disrupted traffic and wowed onlookers during its four-day journey.

The PP splitter is a piece of petrochemical development equipment, which took Dacro Industries most of 2018 to fabricate. Primarily made of carbon

steel, the splitter is heavier and six times larger than Caterpillar's largest mining truck used in the oilsands.

The splitter will be used by Inter Pipeline at its Heartland Petrochemical Complex to create a high-value recyclable plastic known as polypropylene from Alberta propane. The splitter separates propylene from propane, which then flows to the plant where it is converted into polypropylene pellets.

The pellets are used to manufacture goods, such as currency, medical products, food storage containers, and apparel.

The load departed Dacro's yard Jan. 6 around 9 p.m., made its way to the Anthony Henday, and traveled along Hwy 14, Hwy 834, and Hwy 15 to Lamont. It then headed north on Range Road 220 to Inter

Convoy crusade

Planned truck convoys to Ottawa in support of oil and gas sector

RED DEER, ALBERTA

Several campaigns are looking to raise money to fund truck convoys destined for Ottawa to show support for Canada's oil and gas sector.

The first such effort, the Convoy-to-Ottawa initiative, has raised nearly \$90,000 as of Jan. 14. The campaign's goal is to garner \$250,000 to go toward truck owners participating in the convoy for fuel and travel expenses.

The planned pro-pipeline truck convoy will launch from Red Deer, Alta., Feb. 14, and is expected to reach Ottawa between Feb. 19-23, depending on weather.

Applications for funding have been set up on the Convoy-to-Ottawa's Facebook page.

The campaign indicates on its GoFundMe page that it has set up a 12-person administrative panel with certified accountants to oversee organizing, strategy, and the disbursement of funds.

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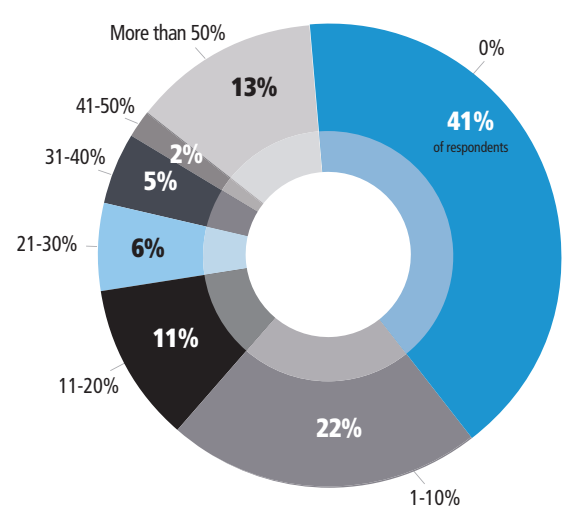
Can the significant improvement in trucking rates continue?

A strengthening economy and shipper perceptions of tight capacity have made for significant upward pressure on trucking rates since mid 2017. However, our annual Transportation Buying Trends Survey probing Canadian shipper decision making shows there is pushback on rising rates across all modes. The 55% of shippers who indicated higher rates/surcharges have affected their traditional use of transportation modes is the highest in the survey's history. When it comes to trucking, more than half of Canadian shippers consider rail to be a viable option for their current shipments transported by truck. And when they have made the switch, increasing truck pricing has been, by far, the major motivator.

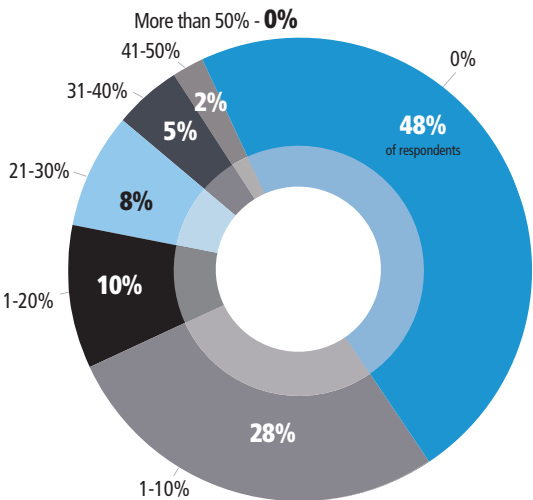


Follow Lou on Twitter @LouSmyrlis.

Percentage of current rail shipments consider trucking to be a viable alternative



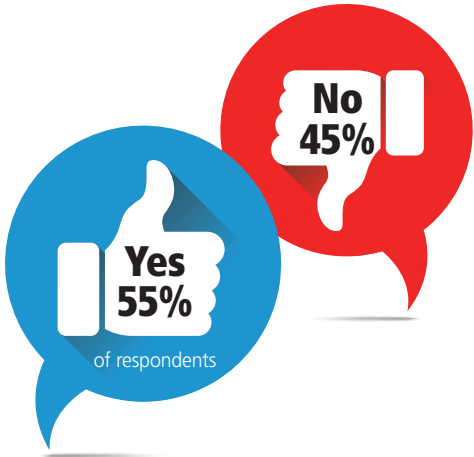
Percentage of current truck shipments consider rail to be a viable alternative



Reasons for diverting freight from rail to truck this year

Trying to service new markets	6% of respondents
Responding to customer requests	36%
Increasing rail pricing	12%
Decreasing truck pricing	4%
Moving to faster inventory times	20%
Poor rail service or coverage	32%
Other	27%

Higher rates/surcharges have affected use of transportation modes



Reasons for diverting freight from truck to rail this year

Trying to service new markets	8% of respondents
Responding to customer requests	19%
Increasing truck pricing	43%
Decreasing rail pricing	8%
Moving to faster inventory times	3%
Poor truck service or coverage	14%
Other	25%

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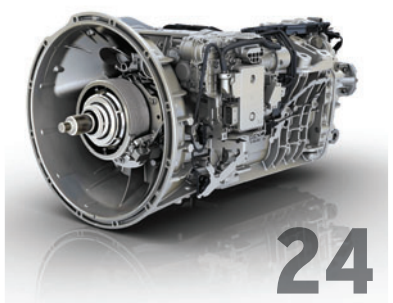


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Truck convoys for pipelines

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Also in the works are plans for an eastern Canadian truck convoy to meet the western convoy in Ottawa.

Convoy-to-Ottawa organizers say other groups are planning truck convoys for April and June, but these groups are working outside of theirs, though they support their efforts.

The Yellow Vest convoy to Ottawa is another GoFundMe campaign raising money to send trucks to Ottawa.

With a goal of raising \$100,000, the initiative has raised over \$30,000 as of Jan. 14. The group also plans to depart Feb. 14 from Red Deer.

Roy Craigen of Transcom Fleet Services has also started a GoFundMe campaign called Convoy Support 2019 – Western Canada to Ottawa to support the various efforts to send truck convoys to Ottawa to raise awareness of Western Canada’s oil and gas sector.

So far, Craigen has raised \$1,300 of his \$25,000 goal.

Canada Action, Rally4Resources, along with other partners started

a GoFundMe campaign to organize a truck convoy to Ottawa. The group has since stopped accepting donations, saying it would no longer proceed with the convoy due to the challenges associated with such an event.

Western Canadian rallies

Several rallies popped up in Alberta, and elsewhere in Western Canada, over the Christmas holidays, starting with the first rally to include a truck convoy in Grande Prairie, Alta., Dec. 17.

The event attracted more trucks than rally organizers expected, according to Rob Petrone of the Grande Prairie Petroleum Association, drawing more than 600 trucks in support of the oil and gas industry.

Dec. 19 in Nisku, Alta., the group Truckers for Pipelines formed what media reports indicated was a 22-km long convoy. It created such heavy traffic delays that federal Conservative leader Andrew Scheer, who was in the area to give a speech, was forced to ditch his vehicle and walk to the communi-



The Grande Prairie truck convoy hit the streets Dec. 17.

ty’s town hall.

Truck convoys then moved to Estevan, Sask., where approximately 450 trucks flooded community streets, an effort organized by local carrier Bert Baxter Transport.

Estevan police said via Twitter that they appreciated the pub-

lic’s patience during the truck convoys, and that they “appreciate the professionalism of those involved,” in the convoys.

Brandon, Man., was the next to see a convoy, which stretched approximately 10 km between Brandon and Virden Jan. 5.

Medicine Hat, Alta., also saw its own truck convoy, with reports indicating an estimated 650 total vehicles, including commercial trucks, taking part. Whitecourt, Alta., did as well on Dec. 30, where over 1,000 protesters drove a convoy from LB Energy Services making its way along Hwy 43.

Pro-pipeline rallies began in Calgary Dec. 17 to raise awareness of Bill C-69, which would rework the National Energy

Board, and Bill C-48, banning oil tanker traffic on B.C.’s northern coast.

An estimated 2,700 people took part in the rally.

The federal government has pledged \$1.6 billion to support Alberta’s struggling oil and gas sector. **TN**



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Derek's deliberation

Fate is not always on our side

It's often said that the simplest explanation is the correct one. And in most cases this is true, such as with the Humboldt tragedy. The driver of the semi-truck who collided with the Broncos team bus recently pleaded guilty to all 29 charges.

CBC News did a story based on a document it said it obtained, which was not presented in court prior to the guilty plea. It claimed the truck driver, Jaskirat Singh, was not distracted during the incident. He simply failed to recognize he was approaching a controlled intersection requiring him to stop.

When this tragedy happened, those I spoke to in the industry about it fell under one of two schools of thought on how the collision occurred. One group agreed with the first line of this column: the simplest explanation is usually the correct one, and the semi-truck driver blew the stop sign causing the collision.

The other group was less willing to consider such a thing could have happened. Instead, they suggested the bus driver could have been at fault. He was speeding, distracted, or some other environmental factor had led to the collision.

Both sides made valid points. By no means should anyone involved

in an incident such as this or otherwise be guilty in the court of public opinion before we know the facts.

The Saskatchewan government commissioned a third-party consultant to help determine possi-



ble causes of the Humboldt collision. The final report made 13 suggestions to improve safety at the intersection where the incident occurred. The government said it would follow through with all the

recommendations, which leads one to believe they are valid concerns. Or the worldwide attention this tragedy received played a role.

The report said several things could distract motorists at this particular intersection – trees, tunnel vision, powerlines, remoteness leading to fatigue or lack of awareness, nearby railway tracks, a side road too close to the intersection, and sunlight were all highlighted. Not to mention unknown distractions this study could not determine, like cellphones, or any other device interfering with driver performance.

According to the report obtained by the CBC, the truck driver was not distracted by anything, including a hand-held device. Nor was he impaired in any way.

The simplest explanation – he wasn't paying enough attention and did not see the stop sign. Maybe he was looking at an animal in a field, a nice car that drove by, changing the radio station, or daydreaming about being home with friends.

According to the report, the bus driver recognized the danger and began braking to avoid the collision, but could not stop in time..

The job of a truck driver is lonely at times, monotonous, even boring. This is likely what led to the Humboldt collision. A lapse in judgment that ended in tragedy.

I don't want to make excuses for anyone, but most of us have had lapses in judgement while behind the wheel. We are lucky when they don't end in tragedy.

I feel bad for all involved in the Humboldt collision, including the truck driver. He, like those who survived and the victims' families, will never be the same.

If either vehicle had crossed that intersection three seconds earlier or later, no one would even know it happened. **TN**



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Husky Energy could sell its non-core downstream assets, including commercial fuels



CALGARY, ALBERTA

Husky Energy is considering selling off its commercial fuels and Canadian retail business, as well as its Prince George Refinery.

The company made the announcement Jan. 8, saying it would undertake a strategic review of its non-core downstream assets, as it increases focus on core assets in its integrated corridor and on its offshore business in Atlantic Canada and the Asia Pacific region.

“Our retail network and the Prince George Refinery are excellent assets, with exceptional employees, which have made solid contributions to Husky over the years,” said CEO Rob Peabody. “However, as we further align our heavy oil and downstream businesses to form one integrated corridor, we’ve taken the decision to review and market these non-core properties.

“We expect the businesses will be highly marketable, attracting strong interest and valuations. Husky delivers value to its customers and we anticipate that high level of quality and service will continue whether or not the businesses are sold.”

The potential sale is being undertaken independent of the outcome

Day and Ross makes western acquisition

OKOTOKS, ALBERTA

Day and Ross Transportation Group announced it has purchased Alberta-based Stonehammer Transport.

“This acquisition in Western Canada is a significant complement to our eastern flatbed fleet, bolstering our national network to better serve our customers,” said Bill Doherty, CEO. “We are proud to welcome the Stonehammer team to the Day and Ross family, and we look forward to working together to provide quality service with a commitment to safety.”

Stonehammer operates in Manitoba, Saskatchewan, Alberta, and B.C., servicing the energy, construction, and power industries. Its fleet includes 53-ft. stepdecks, flatbed trucks, cargo trucks, and one-ton trucks.

“This is a great addition to our fleet and another key step in expanding our service offering,” said Doug Tingley, president of Day and Ross Freight. **TN**

of Husky’s proposed acquisition of MEG Energy.

Husky boasts more than 500 stations, travel centers, cardlock operations, and bulk distribution facilities in Canada, with approximately 1.6 million myHusky Rewards members.

The Prince George Refinery churns out 12,000 barrels per day, processing light oil into low-sulphur gasoline and ultra-low Sulphur diesel, as well as other products. **TN**

Donations come in after truck driver’s untimely death

CALGARY, ALBERTA

A GoFundMe campaign for the family of a 44-year-old truck driver who was killed on the job exceeded \$80,000.

Lalit Sethi died Dec. 3 at a Bison Transport location when he was crushed between a truck and trailer. Sethi was an owner-operator on contract with Bison.

The funds are being raised through a campaign started by Amandeep Sethi on behalf of Suvidha Sethi, Lalit’s wife.

Lalit was originally from India and moved to Calgary about five years ago with his wife and two children.

His father passed away four months prior to his death, at



which time he moved his mother to Canada, only to see her suffer a non-fatal heart attack upon her arrival.

The goal of the GoFundMe effort was to raise \$100,000. Now closed, the effort raised a total of \$80,404. **TN**

The advertisement features a large, full moon in a dark blue night sky. Below the moon, the text reads: "We know that trucking isn't a 9 to 5 business... Supporting them isn't either." The First Truck Centre logo is prominently displayed, featuring the word "FIRST" in a large, stylized font with a red outline, followed by "TRUCK CENTRE" in a smaller, bold font. To the right of the logo is a green maple leaf icon with the text "BEST MANAGED COMPANIES" next to it. Below the logo, the website address "www.firsttruck.ca" is written in a large, bold font. The bottom of the advertisement shows a photograph of several white semi-trucks parked in front of a large, modern building with large glass windows and doors, illuminated at night.

Truck driver involved in Humboldt collision pleads guilty

Safety improvements on roads and movement on MELT spurred by tragedy

By Derek Clouthier

MELFORT, SASKATCHEWAN

Jaskirat Singh Sidhu, the driver of the semi-truck involved in the Humboldt Broncos bus collision, pleaded guilty Jan. 8 to the 29 charges he was facing.

Sidhu, 29, was charged with 16 counts of dangerous driving causing death and 13 counts of dangerous driving causing bodily harm.

Following the plea, the case was adjourned until Jan. 28, with sentencing expected to be announced three to five days later.

The judge for the case granted more time for Sidhu and his lawyer to enter a plea after the release of a study by McElhanney Consulting Services, which recommended 13 safety enhancements to the intersection where the collision took place.

Sidhu, a Calgary resident, was arrested July 6 at his home. He was an operator for Calgary carrier Adesh Deol Trucking, of which the

owner, Sukhmander Singh, also faces eight charges for not complying with federal and provincial safety regulations.

Sidhu faces a maximum sentence of 14 years for dangerous driving causing death, and a max of 10 years for dangerous driving causing bodily harm.

Collision site study

Several safety upgrades to the intersection where a tractor-trailer and the Humboldt Broncos team bus collided were recommended in the McElhanney study, all of which the Saskatchewan government plans to complete.

McElhanney conducted the 70-page review for the Saskatchewan government. The purpose of the study was to review the geometric, collision, traffic, and human factor characteristics of the intersection.

From that study, 13 recommendations were made to help improve safety at the Hwy 35 and 335 inter-

section, including the need for better sightlines.

Doug Wakabayashi, executive director of communications and customer service brand for Saskatchewan's Ministry of Highways and Infrastructure, said it's standard practice for the government to conduct an internal traffic engineering review after a fatal collision on a provincial highway.

But as Wakabayashi explained, the seriousness of the Humboldt collision, the public attention it garnered, and the potential for litigation arising from it, the Ministry of Justice commissioned an independent consulting engineer to complete the review.

And the government is taking the recommendations seriously.

"The Ministry of Highways and Infrastructure will implement all 13 recommendations," said Wakabayashi, "reconfirming the previous government's commitment to implement all recommendations resulting from the review."

Some of the recommendations include better signage, rumble strips on Hwy 335, widening the shoulders of the highway, and "stop ahead" pavement markings.

The effort to improve sightlines at the intersection means negotiating with private landowners for the removal of trees, which the study indicates are a safety concern.

Nicole Sinclair, director of policy and communications for the Saskatchewan Trucking Association (STA), said any and all research, adjustments, and upgrades that improve safety on provincial highways are welcome.

"The intersection in question certainly has been the scene of great tragedy," said Sinclair. "The findings in this report address the issues and provide insight on how Saskatchewan can work toward safer roads."

Despite the high profile of the Humboldt collision, which killed 16 and injured another 13 April 6 of last year, McElhanney's report does state: "Although there have been two multiple fatality collisions at the intersection, the location does not have a high overall frequency of collisions, including high severity collisions. No significant collision trends were identified at the intersection. However, the geometric design review did identify some potential safety issues that could be



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mitigated to further reduce the collision risk at the intersection.”

Movement on MELT

Provincial trucking associations have been calling for mandatory entry-level driver training (MELT) for years. In the wake of the Humboldt collision, several provincial governments have either announced the adoption of MELT or its intent to move in that direction.

“That little bit of training will also help keep new drivers safer on the roads, which is going to help shift the public opinion about stereotypical truck drivers.”

— Heather Day

This past October, the Alberta government said MELT would be mandated in spring 2019, along with stricter rules for new commercial truck and bus companies.

“We are advancing safety standards in our commercial driving industries to enhance road safety, not just in Alberta, but across the continent, as commercial drivers travel across Canada and North America,” said Brian Mason, Alberta minister of Transportation. “We’ve worked with our industry stakeholders to make these changes with their support and we are pleased to be moving forward to put them in place.”

On Dec. 3, 2018, Saskatchewan followed suit, declaring it would implement a MELT program starting March 15.

“Today’s announcement is not only a major step forward for the trucking industry but an important move forward for the entire province,” said Susan Ewart, executive director of the STA, the day it was announced. “Government and industry have worked collectively to raise the bar on safety and implement a higher training standard for new commercial drivers. As the truck driver shortage grows across the nation, this regulatory change will assist the industry in educating, training, and building the competent and skilled workforce that our economy needs now and in the future.”

Heather Day is the owner of C.S. Day Transport based out of Regina, and she says MELT is a much-needed step forward for the industry.

“Obviously it will be a significant help for new drivers entering the industry,” said Day. “We all know

that when a newly-licensed driver begins their first driving job, he or she may or may not have access to additional on the job training or mentoring, despite how much there is to learn in order to do the job well and to do it safely.”

Though she said 121.5 hours of training will not turn a new driver into a seasoned professional, the basic foundation of skills they acquire will help them feel less overwhelmed and ease frustration..

“That little bit of training will also help keep new drivers safer on the roads, which is going to help shift the public opinion about stereotypical truck drivers,” said Day. “I am hopeful that, in time, that shift might help to attract a broader spectrum of people to the profession who previously would not have considered working in our industry.”

Carriers like C.S. Day Transport will not rely solely on MELT to train drivers.

“We will continue to give preference to drivers who meet our standards and who also have driver training,” said Day. “Our training program typically takes four to six weeks, depending on an individual’s strengths and experiences, and I anticipate that we will be able to shift some of the focus away from remedial training and to place more emphasis on refining driving skills.”

Though Manitoba and B.C. have not yet indicated when or if they will regulate driver training, both have said they are working toward that goal.

“Our government is focused on safety above all else,” said Manitoba’s minister of infrastruc-

ture, Ron Schuler. “Mandatory entry-level training is something the trucking industry has asked for and we want to work in a collaborative way to ensure that Manitoba roadways are as safe as possible.”

In B.C., the Office of the Auditor General said more needs to be done to ensure commercial vehicle safety, including the consideration of a MELT program.

“We recommend that ICBC continue its recent work to evaluate licensing strategies, including the effectiveness of B.C.’s commercial driver licensing standards, to improve road safety, and that it act upon the findings, in coordination with the Ministry of Public Safety and Solicitor General,” the report states. “This should include consideration of mandatory entry-level training.” **TN**

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MELT a necessity for Saskatchewan

With March fast approaching, and the implementation of mandatory entry-level training (MELT) on the horizon, for the commercial trucking industry in Saskatchewan, it is worth looking at how important this step is for trucking in our province, as well as nationally.


The Saskatchewan Trucking Association (STA) has been advocating for the implementation of MELT for many years. The STA has been an integral part of the conversation surrounding driver training, as well as staunchly advocating with the government and SGI Autofund in development of a mandatory standardized curriculum for

all Class 1 training in the province.

In July 2017, we began working with SGI on curriculum review and development. With the announcement Dec. 3, 2018, Saskatchewan is set to be the third province to commit to mandatory training to improve safety in our province and create the safest roads in Canada. MELT is a necessity that will create a safer environment not only for drivers in the industry, but everyone on public roads.

Creating a standardized curriculum will allow consistency in training standards and ensure that competency-based education and practical application of skills

learned will have proper oversight and testing and is a step in the right direction. Both employers and the public sharing the roads with these vehicles have a right to know that a person holding a Class 1 licence has been fully trained and tested by a governing body. With MELT, newly licensed drivers will be better educated and trained on not only working in the trucking industry but driving skills as well. Our new Saskatchewan drivers will leave training schools with a base knowledge that can be built upon by their employer. Creating standardized training will also assist in changing the perception



Susan Ewart is the executive director of the STA, previously serving as director of insurance services for Hal Insurance, a subsidiary company for the STA. She sat on the board of the Insurance Brokers Association of Saskatchewan, the Regina Women's Network, and was president of the Regina Association of Insurance Women. Ewart was also the recent recipient of the 2015 Women of Influence for the insurance industry. The first female executive director of the STA, Ewart sees great value in bringing more women into leadership positions in the trucking industry.

of the trade and help to have truck driving classified as a skilled trade.

There is still work that needs to be done with MELT, but the implementation in March will be the first step. Ongoing funding issues for truck driver training are on our horizon. The STA will continue to work collectively and collaboratively with our provincial government to find ways to provide funding for those wanting to enter the trade.

The STA is the voice of truck transport in the province of Saskatchewan. As proactive trusted advisors, the STA is a knowledgeable membership association that represents the collective interests of the truck transport industry through authentic advocacy and education. **TN**



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The oil industry's circus act

If I were to personify the state of this country's interest (or lack thereof) in advancing energy production and global investor visage, I would settle on that of a one-handed circus juggler! Yes, the exercise normally incorporates hand-eye coordination using two hands, which I will personify as the west and the eastern portions of the country.

In the west, Alberta premier Rachel Notley has launched yet another ball in the air. Her logic for doing this, I assume, is that the more balls thrown up in the air, the more likely one or more can be caught. Sort of like air bingo.

Recently, the Alberta government announced it will be looking for proposals at best, or expressions of interest at least, to build a new refinery or expand an existing one so that the province can take advantage of producing higher valued refined products, as opposed to exporting lower valued raw dilbit. I acknowledge and support Ms. Notley's most recent efforts to kick-start the movement and pricing of Western Canadian Select (WCS) with production cutbacks, and the revving up of crude by rail option to the rudderless, Trudeauless Trans Mountain pipeline, which is rapidly becoming the White Elephant in the room. That being said, the addition of new refining capacity in Alberta requires some pragmatic Grinch-like comments.

The current Edmonton refinery capacity owned and operated by Suncor, Imperial Oil, and Shell, totals close to 470,000 bpd. The Sturgeon refinery, also in the Edmonton area, with a plated capacity of 80,000 bpd at a current cost of \$9.2 billion, is designed to produce diesel, not gasolines. Construction began in 2013, but little diesel has been produced to date, with production beginning in November 2017.

With this experience in the books, I would say that the government should stick to governing and let refiners do the refining. This means that any expansion or new refinery will have to come from one of the majors. But they already have ample, if not excess, capacity operating in Edmonton.

If a new refinery were to be built, it would need a capacity of at least 200,000 bpd, which would take eight to 10 years to come on stream at a cost of at least \$10 billion.

If new production were to happen, then where is the market and how will the refined product get to the customer?

And, if the target is the Asian market, it will have to be pipelined to the west coast by, you guessed it, the Trans Mountain.

When the WCS cutbacks were being drawn up, the integrated

majors strongly objected because lower WCS production would increase its price and lower their refining margins. It will be a tough sell to get any one of them to invest in new facilities without some form of production guarantee. Over a 10-year construction span, the governing body could change at the whim of the electorate, so guarantees are temporary, if not temperamental.

I will now go into de-Grinching mode and suggest that one solution would be to add petrochemical production to the existing refinery hub. Demand for petrochemicals is increasing globally, and the pricing doesn't have the volatility

of refined transportation fuels. The second, although long shot suggestion, would be to forcefully renew discussions on the Energy East pipeline. This is a long shot because Quebec has said recently that, "dirty" Alberta crude has "no social acceptability."

Does this mean that the 175,000,000 barrels of Saudi and other foreign crude that annually feeds Quebec refineries by tankers up and down the St. Lawrence River is socially acceptable?

Better call Belugas Anonymous for the answer. The circus is closed, and the balls are all being dropped. **TN**



Roger McKnight is the chief petroleum analyst with En-Pro International Inc. Roger has more than 25 years of experience in the oil industry. He is a regular guest on radio and television programs, and is quoted regularly in newspapers and magazines across Canada.



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The road ahead

Winnipeg company’s app that predicts road conditions goes mobile

By Derek Clouthier

WINNIPEG, MANITOBA

Truckers have a new tool at their disposal to see weather and resulting road conditions thanks to Winnipeg-based company Weatherlogics.

Launched by a meteorologist and scientist with a passion for weather, the company has introduced Road Weatherlogics, an app designed specifically for the transportation industry.

The company released the platform last year, available only for office use, and has now gone mobile with an app geared for drivers on

their hand-held devices. Scott Kehler, co-founder and chief scientist for Weatherlogics, said the app is the only of its kind that provides drivers and dispatchers with forecasted road conditions.

“This is of significant benefit to the transportation industry because it allows drivers and dispatchers to look at future weather conditions,” said Kehler. “Currently, road condition websites only show the road conditions right now, or in the recent past. With Road Weatherlogics, you can look at predicted road conditions across North America every hour for the next 48 hours.”

To predict future road conditions, Road Weatherlogics uses artificial intelligence to determine the impact weather conditions will have on the road surface. Looking at weather information for any particular area, the app combines this information with a road weather model to predict the effect of participation.

“We do this by predicting the temperature of the road itself,” Kehler explained. “By doing this, we can determine if snow will accumulate on the road, or melt. We can also determine whether freezing rain will occur and how much might actually accumulate on the road.”

Kehler said the app will help improve safety for those in the trucking industry, and all motorists, by providing advance warning of adverse weather and road conditions.

He also said it would help carriers comply with regulations.

“Many transportation companies operate LCVs, which have strict regulations that prevent them from operating under high winds and adverse road conditions,” Kehler said. “With Road Weatherlogics, companies are using predicted road and wind conditions to plan their LCVs in a more efficient manner.”

Route optimization is another area Kehler said the industry would benefit from using the app.

“In many cases, there is more than one route a driver can take for a given trip,” he said. “In some cases, one route may be slightly longer than another, but the weather conditions may be better. Sometimes choosing a slightly longer route that has better weather conditions may end up actually saving time and money.”

Kehler said it is estimated weather costs the transportation industry more than \$8.6 billion each year. Prior to the release of the Road Weatherlogics app, there were no options for those looking to see forecasted road conditions, he added.

“Given the massive impact of weather on transportation, it made sense to provide a service that is tailored specifically to this industry,” he said. “This allows companies to plan for the impacts of weather on their operations, and improve driver safety.” **TN**



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Historic load

Continued from page 1

Pipeline’s plant just outside Scotford, Alta.

Mammoet Canada was the carrier moving the splitter. Traveling at a maximum speed of 15 km/h, the approximate 70-km trip took four days to cover. Occasionally, the driver was required to pull over to the side of the road, creating traffic delays for those in the area. At times along the route, it also traveled against the flow of traffic, with lanes blocked and escorts to ensure safety.

“Inter Pipeline was very pleased with Mammoet’s shipment of our PP splitter from Edmonton to the Heartland Petrochemical Complex construction site,” said



The splitter was loaded at Dacro Industries in Edmonton Jan. 6, and took four days to travel 70 km to its destination.

Steven Noble, senior communications advisor for Inter Pipeline. “This was a key milestone in the project’s timeline, and was a significant step forward. We are appreciative of everyone who was involved in helping us achieve this move safely and efficiently, and

the patience and support from the local communities affected by the move.”

Currently under construction, Inter Pipeline’s Heartland Complex is expected to be complete in 2021 and will create 180 full-time jobs, with a forecasted spend in Alberta’s economy during its lifespan of \$2.67 billion.

With its overall size and configuration – 179 meters long, 9.5 meters wide, and 13 meters high – the load used the entire width of a two-lane highway, including the shoulder.

The splitter is five times the weight of the Statue of Liberty, taller than Calgary’s Fairmont Palliser Hotel, nearly as long as a CFL football field, and equivalent to the 1988 Olympic Ski Jump at Canada Olympic Park. **TN**



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For more information on Canada Revenue's 2018 tax guidance on self-incorporated drivers, Driver Inc., PSBs and mandatory T4As in the trucking sector, please visit cantruck.ca/driverinc

WorkSafeBC says road safety at work should be a year-round effort

RICHMOND, BRITISH COLUMBIA

WorkSafeBC is expanding its Road Safety at Work campaign from an annual weekly event to a year-long initiative.

“The issue of road safety is one that applies year-round,” said Mark Ordeman, transportation manager of industry and labor services for WorkSafeBC. “So we decided to shift the focus to encouraging employers to take action at any time during the year rather than during one specific week.”

The goal of the Road Safety at Work campaign is to provide resources to B.C. employers so they can develop or improve their road safety programs within their business.

WorkSafeBC’s initial intent when it launched the initiative was to reduce the number of work-related driving collisions, injuries, and deaths in the province.

According to WorkSafeBC, work-related motor vehicle collisions are the leading cause of traumatic workplace deaths in B.C., accounting to 34% of all work-related, traumatic deaths.

“On average each year, 19 workers are killed and another 1,350 are injured and miss time from work because of work-related crashes,” said Ordeman.

Over the course of the year, there will be eight, half-day workshops offered throughout the province and four, one-hour webinars on various occupational road safety issues.

On the website, www.roadssafetyatwork.ca, there are also free online resources, tools, and courses

Speedee names new CEO

BURNABY, BRITISH COLUMBIA

Speedee Transport has named Joshua Davis as its new CEO.

With over a decade of experience in management, operations, and business development, Davis will oversee the development of Speedee’s truckload division.

“Josh is a dedicated professional who finds it important to take care of his customers as well as his employees,” said Maria Mikusova, administrative assistant for Speedee. “This makes a positive impact on everyone.”

Davis will focus on individual needs to meet customer commitments, as well as ensure a safe, compliant, productive, and cost-effective operation.

Davis will also have input into the company’s business vision, strategies, and direction of growth. **TN**

employers can use to enhance road safety programs.

“One of (the site’s) most popular resources is a road safety plan template,” said Ordeman. “But there are tools for identifying hazards and assessing risks, creating journey management plans, developing road safety policies and procedures, and many more.”

Road Safety at Work will be part of numerous trade shows, events, and conferences in 2019.

WorkSafeBC will launch an advertising campaign – the first in January, then again in February and March – to increase awareness of the issue of workplace motor-vehicle incidents. Ordeman said the main message of the campaign will be that “your employees are your greatest asset, so protect them when they drive for work.”

Ordeman encourages carriers to visit the website, saying, “View its portfolio of free resources and make a commitment to improving at least one aspect of road safety in their organizations during the year.” **TN**

Inland Kenworth opens in Castlegar



Inland Kenworth opened a new parts and service facility in Castlegar, B.C., to better serve its southern customers in the province.

CASTLEGAR, BRITISH COLUMBIA

Inland Kenworth has opened a new parts and service facility in Castlegar, B.C.

The location boasts 19,000 square feet of space, featuring a 9,500 sq.-ft. service department with nine service stalls.

There is also a 4,500 sq.-ft. parts department and 2,000 square feet for retail display. It is located on 9.2 acres

along Hwy 3 near the Hwy 22 intersection.

The new facility will feature an equipment division to assist customers in B.C.’s Southern region, where forestry, mining, and tourism are prevalent.

Located at 2205 14 Ave., the Castlegar facility adds to Inland Kenworth’s nearby locations in Cranbrook, Penticton, Kelowna, and Vernon, B.C. **TN**



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Diversity and inclusion in the workplace dependent on each other's success



A panel discusses diversity and inclusion during the Women Building Futures Work Proud Summit in Edmonton.

By Derek Clouthier

EDMONTON, ALBERTA

Diversity and inclusion go hand-in-hand in the workplace, but don't be fooled into believing they are one in the same.

Trades industries, including trucking, have been looking to diversify their workforces for a variety of reasons. Whether it is to increase the potential talent pool of new applicants, or bring varying perspectives to their businesses.

But what do companies need to do to truly change the face of the industry and bring actual diversity and inclusion to their businesses?

A panel of four professional women from various backgrounds discussed this topic during the Women Building Futures Work Proud Summit in Edmonton this past fall, and all agreed that it is one thing to be diverse, and another altogether to be inclusive.

"Inclusion creates diversity. It doesn't alienate people...it makes

them feel like they have a space," said Lindsay Amundsen, director of workforce development for Build Together.

Tara Fong, manager of equity trades programs for the B.C. Industry Training Authority, concurred. She said inclusion is about treating everyone equally, while diversity is about embracing that effort.

"Women don't need to change, culture needs to change," said Fong, adding that many organizations are not "walking the talk" when it comes to inclusion and need to implement a strategy that outlines specific goals.

For Regina Davis, supply and technical services manager at the Strathcona refinery for Imperial Oil, diversity and inclusion has been significant in paving the path that led her to where she is today.

"The topic of diversity and inclusion is really near and dear to my heart," said Davis, who, at a young age, attended a summer camp that introduced women to careers in traditionally male-dominated trades, something she said changed her entire perspective. "Someone

thought it was important enough to provide a program on careers that females would not normally go to."

Early in her career, Davis worked alongside a mentor, something she said made a big difference in not only her growth, but also provided that sense of inclusion.

Today, Davis has paid it forward, mentoring new employees, something she said helps with retention.

There were times early in her career when Davis did not feel like she was part of the team, and it nearly pushed her out the door.

"Pretty early in my career, I thought of where else I could go," she admitted, "because I wasn't feeling included."

Davis said companies need to be wary of the fact that their efforts to become more diversified will disappear if an inclusive workplace is lacking.

Erin Thorp, senior construction manager for CANA Construction, has grappled with feelings of exclusion during many years in the industry.

"I have found myself a number of times over the course of my career wanting to leave and being in some really inhospitable environments," said Thorp, harkening back to a time when male employees did not recognize her as an equal or as someone who was in charge of a particular project. "For me it's a reminder for all of us to stay curious about who we meet...we will always make assumptions."

Thorp agreed there is a significant difference between diversity and inclusion, both of which, if achieved, lead to employee retention.

"Inclusion is really that feeling that I belong, that I'm wanted where I am," said Thorp, "and diversity is the outcome of that."

Examples of how industry can increase diversity and inclusion include team building and education, which is where Amundsen believes companies should begin.

"It's not on you to fix the problem," she said of employees in situations where inclusion is absent. "Four floors up we're talking about these things, but it needs to trickle down. It should not be on you to fix that."

Davis said Imperial Oil has around seven resource groups for women, as well as others for people of various cultural backgrounds and sexual orientation. Each provide a sense of acceptance and appreciation to those they target, as well as an educational platform for all employees.

For any diversity and inclusion effort to be successful, it comes down to employees from all departments stepping up to the table.

"At all levels there really has to be some courage of conviction," said Davis. "You have to have people who are ready to make the difficult decisions." **TN**



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Making the transition

More needed to entice ex-military into trucking industry

By Derek Clouthier

EDMONTON, ALBERTA

Since the Alberta government started recognizing Department of National Defense (DND) driver training for Class 1-4 licences, 803 applications have been processed as of this past December.

Acknowledging DND driver training has been an effort several provinces have made to entice former military members into the commercial driving profession, and it has seen some success.

“DND’s training and testing standards meet Alberta’s Class 1 training and testing requirements and are fully comparable,” said Jaimie Friesen, communications advisor for Alberta Transportation.

It has not always been easy for ex-military to gain employment in the trucking industry. Though government efforts have been made, several military members now in trucking did not make the transition from a DND 404 driver’s licence.

Chris Nash, president of the Alberta Motor Transport Association, said of the more than 800 military applicants, 65% upgraded to a Class 3 licence, 10% to Class 1, and 6% to Class 2.

Doug McGowan is a former Canadian military member who has transitioned to being a Class 1 driver for Westcan Bulk Transport.

After 25 years in the Nation’s Capital region, McGowan and his family moved back to Alberta to be closer to relatives. With a computer mapping background he used while serving, the only comparable positions he could find in Alberta were in the oil patch. Not wanting to again work away from home, McGowan found a Class 5 commercial driving position with a propane company.



It was not always easy for Doug McGowan to find a carrier willing to put him behind the wheel.

“I went back to that company four times because they wouldn’t call me, but they left that bloody sign up,” said McGowan, “so I kept going back till they hired me as a seasonal propane driver.”

McGowan’s DND 404 licence had expired when he left the military, and at the time, there was no equivalency. He was able to transfer his air brake endorsement to his provincial licence.

McGowan said during his job search, he applied 101 times for various positions, 30% of which were for driving jobs. He never even got a call.

“I started keeping my military history off my applications, and called it ‘public service,’” he said. “It was not easy getting hired.”

Since that time, McGowan and his wife have been involved in the hiring process. Both have seen what they call a certain attitude from smaller companies with “less educated management” on what ex-military members bring to the table.

“There needs to be a better education established for what military people are really like,” said McGowan, “and for what these jobs are like for the individuals retiring from the military.”

Larger companies, according to McGowan, like Westcan, know the value in hiring former military members.

After earning his Class 1 from a school in Calgary, as well as highway and mountain training, McGowan interviewed for a pair of carriers. He was impressed with Westcan’s interview process and internal training.

“Westcan took me in and gave me instruction under an experienced petroleum, 8 axle, super-B driver,” he said, “and it was the best training that I had ever received, better than any civilian instruction, and just as good as any military instruction.”

The company also offered a novice driver training program. McGowan was the second last

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Doug McGowan during his military days in an AVGP Grizzly.

“There needs to be a better education established for what military people are really like and for what these jobs are like for the individuals retiring from the military.”

– Doug McGowan

driver to take advantage of that training, and he hopes the company considers re-establishing the program.

McGowan will soon be a driver trainer for Westcan, and expects to take the company’s “Train the Trainer” course before instructing on propane, anhydrous, and asphalt transportation.

Bison Transport also makes several efforts in support of Canada’s military members and their entrance into the trucking industry. Wreaths Across Canada, Canadian cadet organizations, Knights of Columbus, a military decoated trailer, and military-specific landing page and brochure are a few initiatives the Winnipeg-based carrier has been part of.

As Linda Young, vice-president of HR and people development for Bison, highlights, more is being done to recognize and appreciate military applicants.

One of these efforts included sending two company managers to attend a “soldier for a day” event, helping them gain more understanding of the life of a soldier.

“Our approach to military recruitment is multi-pronged,” said Young, “with a belief that even if transitioning members do not end up at Bison, we value their commitment to our country and their skills, and want to support them any way we can.”

Bison said former military possess some unique characteristics that make them desirable drivers, such as dedication, safety, leadership ability, adaptability, and trainability.

One challenge the company has seen with transitioning military applicants is their desire to spend more time at home.

“Having been deployed, they are not looking for employment that would have them work away from

the family again,” said Young. “Transportation offers a wide range of employment options outside of a driving role, and transitioning members have transferable skills that would add value in all areas of operation.”

Andre Dorion spent nearly four-and-a-half years in the Canadian Navy as a signalman, which did not require a DND 404 licence.

After 26 years in the newspaper industry and seeing its decline, Dorion looked for a new career where he could manage one thing – himself.

“I was already 49 years old by the time I made the transition to the trucking industry,” he said, “but the independence that

accompanies the job was by far one the most appealing factor to me.”

Dorion said Bison has helped his transition from day one, and continues to today.

“They have an excellent training program for new drivers like me,” he said. “Whether in the classroom or on the road training, I benefited from all of it and still do to this day.”

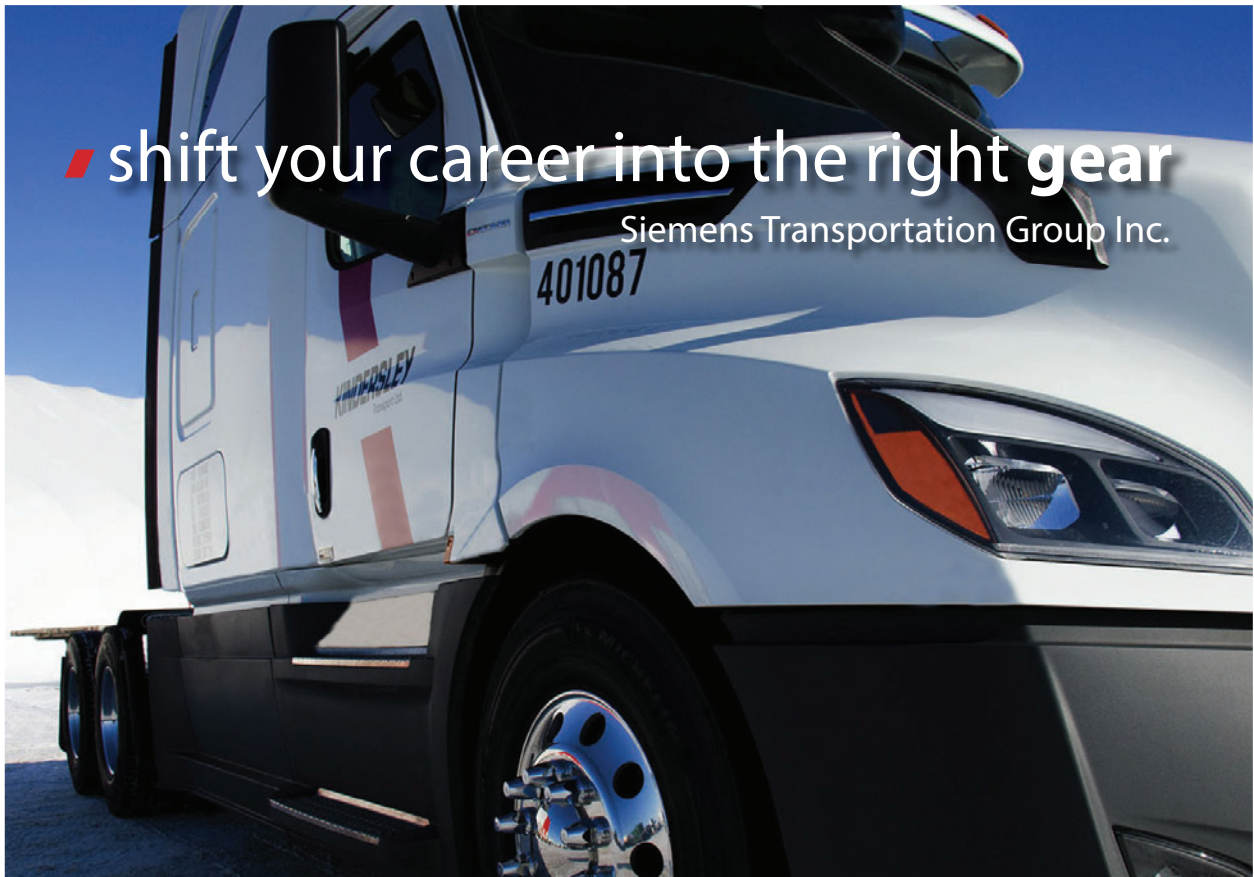
McGowan said more needs to be done to entice ex-military into the trucking industry.

He has contacted the Second Career Assistance Network (SCAN), which he said all departing military members go through in their transition to civilian life, but has had no response.

Last year in Toronto, McGowan was named Highway Star of the Year by Newcom Media’s *Truck News-East*, *Truck News-West*, and *Today’s Trucking* magazines.

At that time, McGowan said an executive from Freightliner Trucks told him the company would work with him on his effort to get military members into trucking.

“There needs to be a better understanding between what ex-military personnel are really like, and what good types of driving jobs are out there that are hard to fill at the Class 3 seasonal entry level,” said McGowan. “Ex-military are perfect for these types of jobs.” **TN**



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Doug Ford visits Challenger

Ontario Premier tours facility, visits staff, and hears about trucking's top issues

By James Menzies

CAMBRIDGE, ONTARIO

Drivers, technicians, and office staff at Challenger Motor Freight had a big surprise Dec. 17, as Ontario Premier Doug Ford and other provincial officials visited the company.

The visit was kept secret from most employees, due to security concerns. However, the Premier walked through the entire facility, shaking hands and posing for pictures with staff. He even got to climb behind the wheel of a truck, smiling broadly from behind the wheel. The Premier was accompanied by Minister of Transportation, Jeff Yurek, and Minister of Economic Development, Job Creation and Trade, Todd Smith.

Ford was a guest of Challenger Motor Freight executives, who then had the opportunity to brief him on key industry issues. Ontario Trucking Association president Stephen Laskowski, and chairman David Carruth of ONE for Freight, were also present.

The skilled labor shortage was the main topic discussed during

the meeting that followed the tour, and specifically the Driver Inc. employment model that has become widespread in Ontario. The model, now condemned by the federal Canada Revenue Agency and Employment and Social Development Canada, has provincial implications as well, as the loophole is thought to protect employees and employers from federal and provincial tax obligations.

Dan Einwechter, founder and chairman of Challenger, told Ford that trucking companies that have adopted the Driver Inc. model are skipping out on WSIB payments to the province. He estimated the model is costing the federal and provincial governments \$600 million to \$1 billion per year across the country.

"Some of that is federal, but a lot of that is provincial," Einwechter explained, noting one 1,000-truck fleet he knows of is saving about \$12 million in tax payments by exploiting the loophole.

In addition to calling for a crack-down on Driver Inc., Einwechter also appealed to Ford to allow the



Ontario Premier Doug Ford gets behind the wheel of a Challenger Motor Freight tractor, while Challenger founder Dan Einwechter (right) and Ontario Trucking Association chairman David Carruth (left) look on.

trucking industry to tap into immigration to address its dire labor shortage. He would like to see the Ontario Foreign Worker program re-opened.

"It's hard to get drivers to move trucks," Einwechter said. "In some ways, that's good for us, because that's a restrictor and our rates go up. But as a citizen, it's not good. We are out of balance right now in terms of supply and demand. We need more drivers because we need to get grocery store shelves stocked, we need to get food on the table and we need to get computers for kids at school and hospital beds for grandma at the hospital."

Einwechter said Challenger has had success with the foreign worker program in the past, and at one time about 80 of its 1,600 or so drivers were recruited through it.

"They were wonderfully skilled people," he said. "Some federal decisions were made and they got shooed away."

Einwechter invited Ford to create a trial program, and volunteered to participate.

"I'm extremely proud of what we'd do here and how we'd administer it," Einwechter said.

Laskowski agreed, and called on Ford to extend the foreign worker program that's available to the construction industry to trucking.

"That pilot program in Ontario right now that's working for the construction industry – we want to be a part of it," he said. "We also need to protect people coming into Canada, to ensure they're not going to an employer that is not going to give them the rights they deserve as an employee. We need some labor. I have a member in Northern Ontario that has 20 trucks parked on the side of the fence, not because he can't get the loads to move, he can't get drivers. That's not good for Ontario, it's not good for the economy, and it's not good for our sector."

Carruth said even small carriers would benefit from the program.

"For us, we're always looking for five drivers," he said. "A program

like this, although it's only five drivers, would help us as a small carrier to bring in Canadians who want to be here."

And they're high-paying jobs, Carruth added, noting ONE for Freight's local drivers earn at least \$75,000 a year and longhaul drivers a minimum of \$85,000.

Ford said the labor shortage is not unique to trucking.

"We are hearing this in every single industry, everywhere we go," the Premier said. "I've heard it at my own company in the printing business. It's a lack of qualified people and retention."

Trucking officials at the meeting also called for more enforcement across the industry.

"Our main message to the government is, we want to help," Laskowski said. "We don't expect handouts, all we expect is a level playing field...how to level the playing field without costing you a dollar."

He pointed out every restaurant in the province faces health inspections, yet more than 90% of the province's trucking companies have never been audited. Einwechter reiterated that the province shouldn't have to shoulder the cost of increased enforcement.

"We are asking for something, but as an industry, we have to be committed to doing the training ourselves," he said. "We have to throw money at it – we can't just say 'We want, we need,' we have to show...we've done it here. We spend a ton on training and we're prepared to do more."

Laskowski agreed: "We want to see everyone get some form of (inspection) and the industry pays for it, not the taxpayer. This is a for-profit industry and the cost of it should be borne by the industry."

Ford listened attentively throughout the 30-minute briefing, and promised to get back to the industry with some solutions this year. He also called on the industry to help the province identify red tape and redundant regulations that can be eliminated. **TN**

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Today's automated transmissions smarter, more versatile

It's tough to find a job a new-generation automated manual transmission can't do

By James Menzies

TORONTO, ONTARIO

Automated manual transmissions (AMTs) have come to dominate the on-highway trucking segment, but they're also gaining acceptance in vocational applications. Once shunned by drivers who preferred the reliability and versatility of their traditional stick shift, today's AMTs can do more than ever. They're no longer pigeon-holed into the on-highway segment, and they now have the smarts to make even the most fuel economy-challenged drivers perform like the best in any fleet.

Schneider is one of the mega-fleets that is in the process of converting its entire fleet to AMTs, a process that should be finished sometime this year. It is even hiring drivers who only have experience operating an automated transmission.

"We have been testing various versions of automated transmission tractors since 2007, so we had a lot of experience behind us when we made the decision in 2015 to start transforming the fleet," said Rob Reich, Schneider's vice-president of equipment, maintenance and driver recruiting. "Ever since then, we have been very impressed with the dependability of these tractors. In fact, we've had fewer maintenance issues with them than we've seen with the manual transmission tractors, which is not what we expected. We're extremely pleased with the performance of these vehicles – and more importantly, so are drivers."

I'm a big fan of automated transmissions, especially the newest versions, which perform beautifully and simplify driving. Here are some transmission trends I've noticed in recent years.

Mastering slow speeds

One of the knocks against early generation AMTs was that they were sloppy at ultra-low speeds. This is part of the reason they were slower to catch on in vocational applications. Volvo's I-Shift now comes in a 14-speed version with two crawler gears, to effectively address this criticism.

My opportunity to first drive the 14-speed I-Shift with crawler gears came at Volvo's Shippensburg, Penn., off-road test site. The gears allow the truck to move smoothly at speeds right down to 0.6 mph – even up and down a 21% grade. This makes the transmission capable of slow jobs such

as pouring cement or conquering logging roads.

Magnus Koeck, vice-president of marketing and brand management, predicted the addition of crawler gears will all but eliminate manual transmissions in vocational applications within five years.

"The I-Shift we have now with crawler gears can do all the work the customer needs," he said.

Mack has also brought two additional creeper gears to its mDrive AMT. The announcement, made at Truck World in 2016, gives customers in vocational applications an alternative to the Allison fully-automatic transmission.

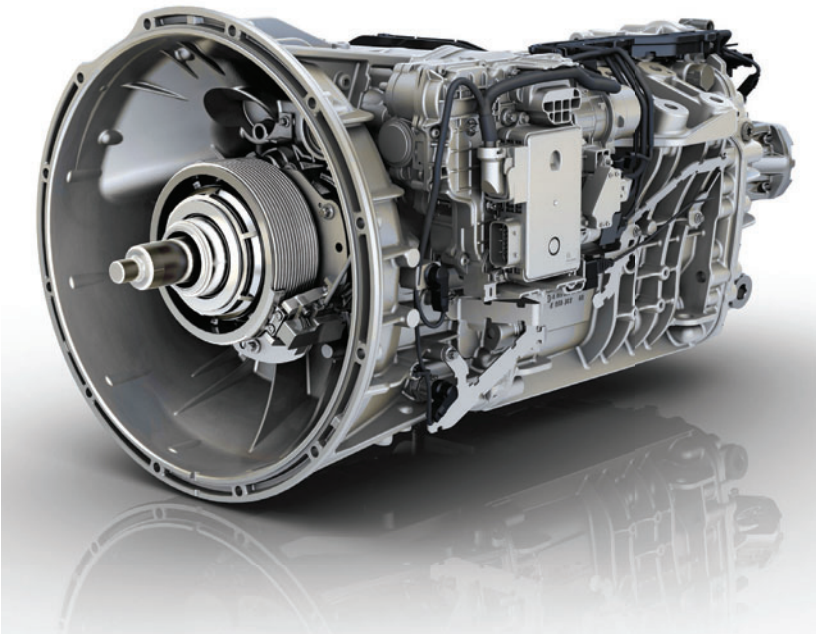
Eaton also offers improved low-speed maneuverability with its Urge to Move and Blended Pedal features. Urge to Move allows the truck to crawl forward slowly when the brake pedal is released, and Blended Pedal allows the driver to control clutch engagement at engine idle through accelerator positioning and enables movement at varying speeds.



One of the key differentiators among AMTs is where the shifter is located and how it operates.

Losing weight

The Eaton Endurant – and its Paccar-branded sibling – brought some new developments to the automated transmission segment, in the form of the first purpose-built automated transmis-



The Detroit DT12 automated manual transmission offers predictive shifting using GPS mapping.

sion. Instead of automating a manual transmission to handle the shifting, the Endurant was a clean sheet design. This enabled Eaton to take about 200 lbs out of the transmission, compared to its UltraShift Plus AMT.

"With an AMT, you started with a manual gearbox, so you had constraints where the shift pattern had to make sense to the driver," explained Matt Erdmann, manager of program management with Eaton. "With Endurant, we said we are not holding onto any preconceived anything. We started with a clean sheet of paper and did what made sense. So, it took a lot of restrictions off our engineering team."

Linear shift rails allow for quicker gear changes. It also comes loaded with a Gear Logic shift schedule program, which changes from 12th gear down to 11th when rolling down secondary highways, to enjoy the benefits of direct drive, improving fuel economy.

The Eaton Endurant was the first transmission made under a joint venture with Cummins, dubbed Eaton Cummins Automated Transmission Technologies.

The Paccar-branded version of this transmission was calibrated to work optimally with Paccar MX engines. Aside from software programming and exterior branding, the two transmissions are the same.

Predictive shifting

All AMTs in the market are now available with some form of predictive shifting. This allows the transmission to select the best gear to take advantage of the truck's momentum when ascending, cresting or descending a grade. How this is achieved varies by model.

The Volvo I-Shift and Mack mDrive must first "learn" the route they're traveling. As the truck travels the country it remembers the road profile, and in the future, will take advantage of what it has learned to maintain momentum on grades.

The Detroit DT12, on the other hand, comes pre-loaded with GPS maps that tell the transmission when to shift based on the road profile. This means the DT12 is delivering the performance benefits from its very first run.

Detroit's IPM6 (intelligent powertrain management) is the feature that provides predictive shifting. The road network that is now loaded onto the DT12 has just recently been increased by 35%, to nearly a million road slope miles. Many of the additions came in central Canada.

Paccar officials say their predictive cruise feature can reduce the number of gear changes made by as much as 20%. It also says fuel economy can be improved by up to 1%, thanks to the feature.

Telematics

Servicing automated manual transmissions has become easier, thanks to vertical integration and their coverage under the various manufacturers' remote diagnostics platform. Transmission fault codes can be identified remotely and the best course of action to remedy them can be offered to the fleet manager or maintenance provider. In a sense, the transmission is able to tell a maintenance manager what's wrong with it so the problem can be fixed immediately (if necessary) or during its next scheduled servicing (if it's not an urgent fault).

It's just another way the latest AMTs have gotten smarter. **TN**

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**2019 KENWORTH T800
DAYCAB TRACTOR**

CUMMINS ENG; X15, 565 HP, 18 SPD TRANS; 14.6K/46K AXLE(S), 4.10 RATIO, AG460 SUSP; 207" WHEELBASE, WHITE IN COLOR, EXTENDED DAY CAB, BLACK SLENDOR INTERIOR, 11R24.5 TIRES, ALUMINUM RIMS, 4 WAY LOCKS, STK#KR950235. -1276188



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**2013 KENWORTH T800
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**2016 KENWORTH T880
DAYCAB TRACTOR**

PACCAR ENG; MX-13, 500 HP, 18 SPD TRANS; 14.6K/46K AXLE(S), 3.73 RATIO, AG460 SUSP; 205" WHEELBASE, SILVER IN COLOR, HEAVY SPEC DAY CAB, GRAY SLENDOR INTERIOR, 12R22.5 FRONT 11R22.5 REAR TIRES, ALUMINUM RIMS, DUAL EXHAUST STACKS STK#GJ980433. -1276185 **\$99,500**



**2016 PETERBILT 389
HIGHWAY TRACTOR**

73" SKY RISE SLEEPER, CUMMINS ENG; ISX15, 500 HP, 18 SPD TRANS; 12.35K/40K AXLE(S), 3.73 RATIO, LOW AIR LEAF SUSP; 244" WHEELBASE, PURPLE IN COLOR, 73" SKYRISE SLEEPER, GRAY INTERIOR, 11R22.5 TIRES, ALUMINUM RIMS, 4 WAY LOCKS, SOC EXHAUST, SINGLE BUNK 735,385 KMS, STK#GD293490. -1275052 **\$99,900**



**2012 KENWORTH T660
FEED/GRAIN TRUCK**

PACCAR ENG; MX12.9, 455 HP, ULTRASHIFT 13 SPD TRANS; 12K/40K AXLE(S), 3.55 RATIO, AG380 SUSP; 224" WHEELBASE, WHITE IN COLOR, NEW AGRILITE 20' ALUMINUM GRAIN BOX, PINTLE HITCH, 11R22.5 TIRES, ALUMINUM RIMS, 999,185 KMS, STK#CJ954477. -1271793 **\$107,500**

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VOLVO ENG; D16, 550 HP, 12 SPD TRANS; ROCK TANDEM AXLE RT-46-160 AXLE(S), 3.58 RATIO, AIR RIDE SUSP; RED IN COLOR, ENG BRAKES, ALUMINUM WHEELS. 807,608 KMS, STK#503494. -1270582
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2011 FREIGHTLINER CASCADIA 125 DAYCAB TRACTOR
DETROIT ENG; DD15'10 14.8 475/180, 475 HP, 18 SPD TRANS; AIR RIDE SUSP; 190" WHEELBASE, WHITE IN COLOR, 343,482 KMS, STK#381083. -1273566
CALGARY



\$54,500

2012 FREIGHTLINER CASCADIA 125 DAYCAB TRACTOR
DETROIT ENG; DD15'10 14.8 505/180, 505 HP, 13 SPD TRANS; AIR RIDE SUSP; 187" WHEELBASE, WHITE IN COLOR, 420,385 KMS, STK#635698. -1271273
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72" SLEEPER, DETROIT ENG; DD15'13 14.8L 505/18, 505 HP, 18 SPD TRANS; AIR RIDE SUSP; 230" WHEELBASE, BLUE IN COLOR, 1,058,950 KMS, STK#544207. -1272639
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DETROIT ENG; DD15'13 14.8 475/180, 475 HP, 13 SPD TRANS; AIR RIDE SUSP; 195" WHEELBASE, WHITE IN COLOR, 822,989 KMS, STK#532389. -1272641
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2011 FREIGHTLINER CASCADIA 125 HIGHWAY TRACTOR
72" SLEEPER, DETROIT ENG; DD15'10 14.8 505/180, 505 HP, 13 SPD TRANS; AIR RIDE SUSP; 228" WHEELBASE, BLACK IN COLOR, 833,395 KMS, STK#420136. -1274413
VANCOUVER/SURREY



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2012 FREIGHTLINER CASCADIA 125 HIGHWAY TRACTOR
72" SLEEPER, DETROIT ENG; DD15'10 14.8 505/180, 505 HP, 13 SPD TRANS; AIR RIDE SUSP; 228" WHEELBASE, WHITE IN COLOR, 853,639 KMS, STK#637803. -1272947
VANCOUVER/SURREY



\$63,363

2014 FREIGHTLINER CASCADIA 125 HIGHWAY TRACTOR
48" SLEEPER, DETROIT ENG; DD15'10 14.8 505/180, 505 HP, 18 SPD TRANS; AIR RIDE SUSP; 208" WHEELBASE, BLUE IN COLOR, 819,365 KMS, STK#516901. -1274414
VANCOUVER/SURREY



\$46,495

MANAGER'S SPECIAL

2015 VOLVO VNL64 TRACTOR HIGHWAY TRACTOR
66" SLEEPER, VOLVO ENG; D13'13 455/1800, 455 HP, 12 SPD TRANS; AIR RIDE SUSP; 223" WHEELBASE, WHITE IN COLOR, 853,705 KMS, STK#306232. -1272829
VANCOUVER/SURREY



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MACK MP8-505C, MDRIVE 13 SPD, FRONT AXLE: 14.6, REAR AXLE: S440, 225" WB.
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2019 MACK AN64T - New Anthem Model

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MACK MP7-425H, MDRIVE 13 SPD, FRONT AXLE: 14.6, REAR AXLE: S402R, 186" WB., **STK# 35787 -1032753**

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MACK MP8-505C, MDRIVE 12 SPD, FRONT AXLE: 12.0, REAR AXLE: RT46-160, 227" WB.
STK# 35887 -1265652



2018 MACK CXU613

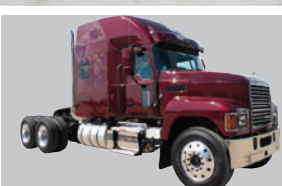
MACK MP8-505C, MDRIVE 12 SPD HD, FRONT AXLE: 12.5, REAR AXLE: S440, 197" WB. **STK# 35719 -1017092**



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MP8-505C Eng., mDRIVE-HD, 14.6/46 Axles, 213" W/B, Holland 5th Wheel, Stk: 026858 -1270477



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MP8-505C Eng., mDRIVE-HD, 13.2/46 Axles, 243" W/B, 70" Stand up sleeper, Stk: 026693 -1269361



2018 CXU613 70" MR
MP8-505C Eng., mDRIVE-HD, 13.2/40 Axles, 221" W/B, Stk: 024413 -1259017



2019 Mack Anthem 64T D/C
MP8-505C Eng., mDRIVE-HD, 13.2/40 Axles, 3.79 Ratio, 197" W/B, Stk: 027899 -1276897



2019 Mack Granite 64FR
MP7-425M Eng., mDRIVE-HD 14 Speed, 20/46 Axles, 3.58 Ratio, 299" W/B, Stk: 027076 -1276269



2018 CXU613 Dump Truck
MP7-345C Eng., mDRIVE, 14.6/40 Axles, 16' NeuStar gravel box, Electric tarp, Stk: 023216 -1273133



2019 Anthem 64T 70"
MP8-445C Eng., mDRIVE-HD, 13.2/40 Axles, 221" W/B, 70" Stand up sleeper, Stk: 027077 -1269363



2019 Mack Pinnacle 64T 48"
MP8-505C Eng., mDRIVE-HD, 13.2/44 Axles, 3.56 Ratio, 231" W/B, 48" Sleeper, Stk: 031195 -1276900



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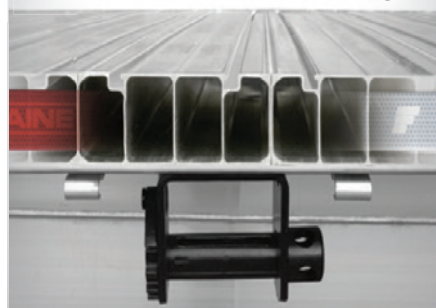
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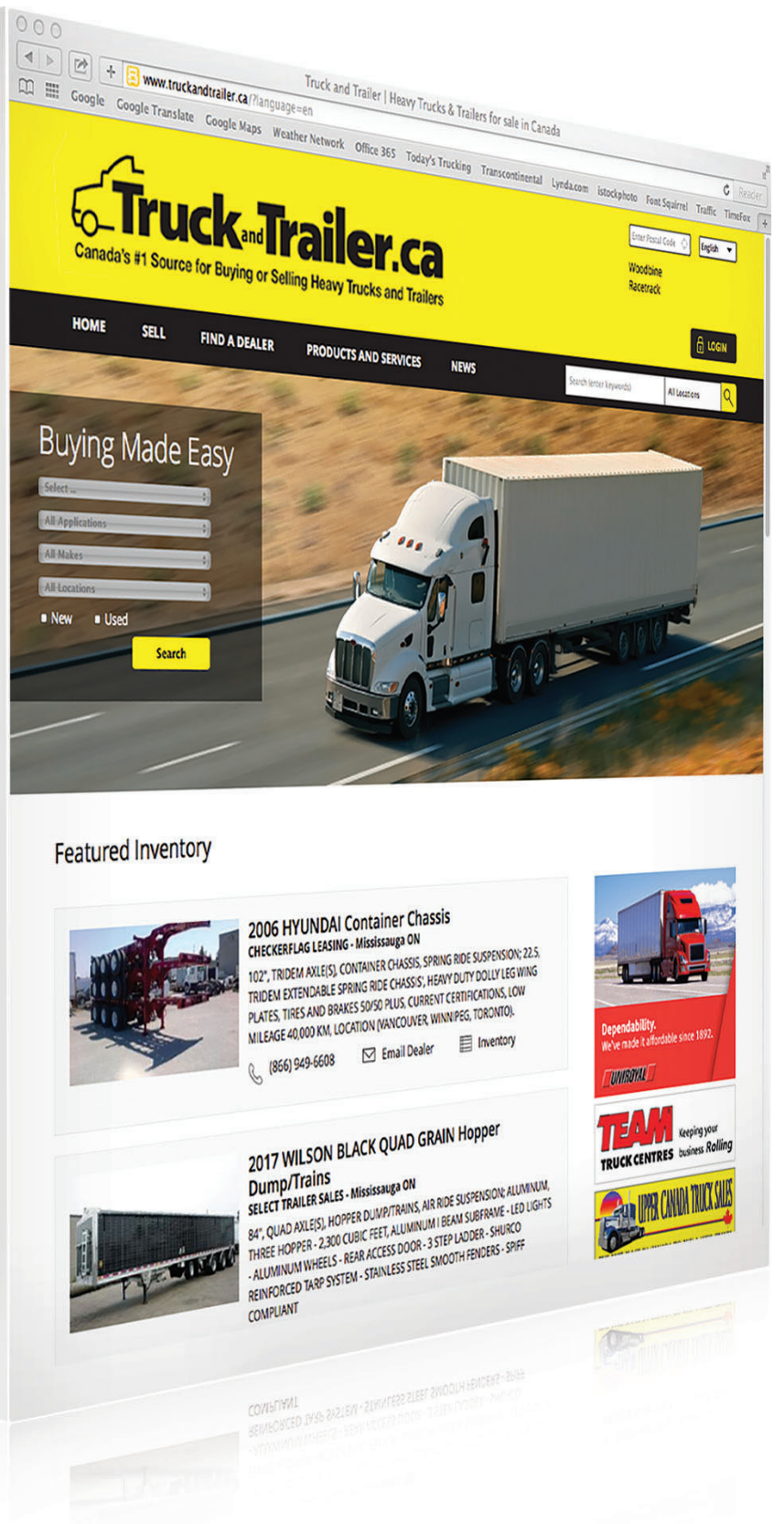
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Daimler abandons platooning to focus on automation

Will be first to market with Level 2 autonomous truck



Freightliner’s 2020 new Cascadia will be the first Class 8 truck to offer SAE Level 2 autonomous driving.

Stories by James Menzies

LAS VEGAS, NEVADA

Daimler Trucks has determined that truck platooning is not currently viable, and will instead focus its efforts on developing autonomous vehicles.

This includes bringing the industry’s first truck featuring SAE Level 2 autonomy to the market later this year.

Those were among the key announcements from Daimler, made during the Consumer Electronics Show (CES) her Jan. 7.

“Automated trucks can take trucking and transportation to the next level,” said Martin Daum, CEO of Daimler Trucks and Buses globally. CES is a global showcase

of innovation, held annually in Las Vegas, where Daimler showcased the first autonomous truck in 2015. Since that time, Daimler has worked to learn more about autonomous trucking technologies, and has become the first truck manufacturer to offer Level 2 – or partial – autonomy.

But while the company sees great promise in autonomous trucks, it has decided to end its R&D spending on truck platooning – where trucks follow closely together to improve aerodynamics, with the lead truck controlling the acceleration and braking of the following units.

“We are not prioritizing anymore platooning,” Daum said. He added thousands of miles of real-world

testing failed to deliver the fuel savings that were expected and needed to make the return on investment sensible for fleets. Too often, he said, traffic would interrupt the platoon, and more fuel was burned while trying to re-engage the platoon once broken.

“We won’t start another project on platooning for fuel efficiency,” Daum said, noting the money spent testing the theory hasn’t gone to waste. He said platooning may make sense in the future, when a driver is no longer required in the following vehicles, and added Daimler has learned a lot about the technology.

In addition to bringing a Level 2 autonomous new Cascadia to market this year, the company also plans to begin testing fully autonomous (Level 4) trucks in the U.S. sometime in 2019. It plans to skip Level 3 altogether.

“We have aspirations to bring that technology to the road within a decade,” Daum said of fully autonomous trucks. “It’s in sight.”

He touted safety improvements as a major benefit, noting 94% of truck crashes involve driver error. Productivity benefits will also be realized, as the trucks can run around the clock and at night when traffic is less dense. It can also take advantage of intelligent routing management to avoid traffic jams.

“Highly automated trucks will cut cost per mile considerably,” he said. “Level 4 trucks will be a must at some time in the future.”

Challenges that lay ahead include ensuring the technology

can work in rain, snow, desert heat, on construction sites, and that all sensors and systems can run more than five years or 500,000 miles – and eventually double that. At the same time, Daum said Daimler will be working with lawmakers to develop a regulatory framework. Daimler will spend \$600 million on developing automated trucking technologies over the next few years.

Roger Nielsen, CEO of Daimler Trucks North America, said the U.S. is a “natural habitat for us to develop automated trucking.” It offers 48,000 miles of interstate freeway on which to test.

The new Cascadia featuring Level 2 autonomy is in pre-series production and will enter series production in July. It incorporates the Detroit Assurance 5.0 suite of active safety systems, including optional lane-keeping assistance, to achieve Level 2 status. While the truck is capable of staying in its lane, the driver must keep his or her hands on the steering wheel. Technologies are put in place to detect when the driver has removed their hands.

“Today, we give longitudinal control,” Nielsen explained. “Level 2 now gives us lateral control. It keeps the trucks in the center of the lane and if it begins to depart the lane, it brings the truck back to the center of the lane. You as the driver still have full control and are completely paying attention to the road and the environment around you.” **TN**

Peterbilt shows new electric truck

LAS VEGAS, NEVADA

Peterbilt is expanding its test fleet of electric trucks, adding a medium-duty Model 220EV to the previously announced Model 520EV and Model 579EV.

By the end of this year, it means the manufacturer will have more than 30 electric vehicles operating in refuse, regional haul, and urban delivery applications. Five are in the midst of tests today.

“We will now have trucks in the three applications where electric powertrains may have a return on investment for our customers,” Peterbilt general manager Jason Skoog observed at the annual Consumer Electronics Show.

“We’ve got refuse covered, we’ve got regional haul covered, and we have inner city or local pickup and delivery covered. At Peterbilt we believe those three applications are going to have the most immediate and near-term payback in terms of an ROI for our customers,” he said.

While the 520EV and 579EV use conventional drivelines to connect electric motors and traditional axles, the 220EV incorporates the Meritor Blue

Horizon two-speed drive eAxe. This approach opens up space between the frame rails to mount other components, said chief engineer Scott Newhouse. The packaging will support any of the bodies currently available on diesel-powered versions of the trucks.

The power will come from a pair of TransPower lithium-nickel-manganese-cobalt battery packs, delivering 148 kWh and 650 volts. Peak power will reach 250 kW, while continuous power will reach 200 kW.

The 650 volts from the batteries are converted to AC voltage that the motor uses to propel the truck.

“It’s been designed to perform as well or better than a diesel powertrain,” Newhouse added.

The final result has a range of 160 km, and the truck can be recharged in an hour when using a DC fast charging system, meeting a particular need for pickup and delivery applications.

An 11kW onboard charger features two different charging ports – a standard 220-volt AC connector used for electric cars and capable of charging the system in



11-13 hours, and a high-voltage fast charger that can do the job in one to three hours.

“In each of these trucks, we have different levels of charging stations for the customers to meet those duty cycles,” said Joshua Goldman, vice-president of business development at TransPower. “We can detune the onboard 70-kw four-hour charger on the 579 to a 12-hour charger if that’s the time they have, or we can upgrade to DC fast charge and charge in as little as one hour with upwards of 125 to 350 kw using DC fast-charge technology developed for cars (but) at a higher voltage needed for the heavy-duty powertrains.”

The Model 220EV’s 650 volts are converted to 14 volts DC for the 12-volt electrical accessories mounted under the cab. There’s an electric motor to run the hydraulic pump for power steering, and

another electric motor to run the air compressor.

“The electric system is coolant-cooled, and while the truck is running it will cool the eAxe as well as all the inverters in the truck. And when it goes into charge mode, that coolant is diverted to cool the onboard charger,” Newhouse said.

The first Model 220EV will be delivered this summer to a food and beverage hauler, and six units will be in service before the end of the year. Other expected applications include box trucks for inner-city deliveries, or maybe completing trips between e-commerce fulfillment centers and the post office, Skoog said.

“These are still very expensive vehicles – and right now a lot of grants are aiding to defer a lot of that cost,” Skoog said. “But in order to commercialize, working with our supplier partners and ourselves, you have to figure out how to continue to reduce the cost so there is an ROI. There’s a whole lot of things that have to come together in order to be successful (with electric trucks).”

Customer trials are being supported by further testing at the Paccar Technical Center in Mount Vernon, Wash. **TN**

Freightliner shows first electric trucks

LAS VEGAS, NEVADA

To build an electric Class 8 truck requires the same battery power as 32 electric Smart cars, but Daimler Trucks North America is forging ahead with an all-electric eCascadia, as well as an electric eM2 medium-duty truck.

The first of these smaller units was delivered to Penske before Christmas, and was the first of 30 electric trucks Daimler will deploy in the coming months.

Dr. Andreas Juretzka, head of Daimler's electric mobility group, said the truck maker is pursuing a "co-creation" strategy with customers, working alongside them to develop the electric models.

As part of this effort, the company established an electric vehicle council in October, consisting of a variety of carriers.

The first of these electric trucks were made available to the trucking press to drive for the first time Jan. 6 ahead of the Consumer Electronics Show. While drives were limited to a 1.3-mile track, the trucks were extremely quiet and the torque was impressive. In fact, it was difficult to tell if the trucks were even keyed on, as they were completely silent at idle.

Penske and NFI are the carriers who will operate, in their

real-world operations, the first Freightliner electric trucks. Daimler plans to commercialize the trucks in 2021. While the company is building a Class 8 eCascadia, Juretzka said "the medium-duty area is probably more fruitful for e-mobility than Class 8 at this point in time."

While an electric truck requires plenty of heavy batteries, it also rid itself of the engine, aftertreatment, and diesel tanks. But this means accessories normally driven by belt must now be powered by an electric motor, Juretzka noted.

"So, the HVAC and air compressor must now have an electric component to it," he said. "We tried to figure out how many different cooling systems do we need? There's a lot of piping that goes on and cooling every little part of the truck differently."

Batteries work best at room temperature, Juretzka explained, so in hot weather they'll need to be cooled and in extreme cold, heated. So far, Freightliner has achieved a range of 230 miles for the eM2 and 250 miles for the eCascadia. They can be charged to 80% of their power within 60 minutes for the eM2 and 90 minutes for the eCascadia. Juretzka said traditionally Class 8 trucks would ideally run



500 miles in a driving shift but that it's not yet realistic to add the batteries needed to meet that range.

"Will there be a time when we go higher? I'd say yes, but at this point in time that's not economically practical," he said.

Still, 20 of the 30 trucks in the Freightliner innovation fleet will be eCascadias.

Another challenge is determining what the total cost of ownership will be for fleets. What will their resale value be? Who will perform maintenance on the vehicles? And will charging infrastructure be widely available?

These are some of the questions Daimler is aiming to answer along with its fleet customers through its co-creation approach.

It must also develop a strategy to dispose of the batteries, or find a suitable second life for them.

Juretzka noted the batteries are no longer useful for transportation applications once they've reached 70-80% of their capacity, so there is still plenty of life left in those batteries if they can be repurposed.

Where the trucks are deployed is also important, and may mean adoption rates in Canada will be slower than stateside. Turning the heater on, for instance, can reduce range from 180 miles to 120 miles, Juretzka said.

"If you say, 'Give me some trucks in Alaska,' I will say 'Can do, but range will suffer,'" he explained. "You have to make a decision: Do I make it home or keep my cab warm?" **TN**

Kenworth, Toyota team up

LAS VEGAS, NEVADA

Kenworth and Toyota are joining forces to develop a test fleet of 10 fuel cell electric vehicles, building on research that both had been conducting independently.

While Kenworth will build the chassis and electric powertrain, Toyota will focus on the fuel cells and storage. The fuel cells are the same technology currently available in Toyota Mirai cars – a model expected to be offered in select Canadian markets later this year.

Shell will offer the research fleet's

fueling stations, with one at the Port of Los Angeles and another location likely near the airport in Ontario, Calif., says Brian Lindgren, Kenworth's director of research and development.

Toyota's logistics operation in the Los Angeles Basin will run six of the units, while UPS will use two to deliver freight from the port to the Los Angeles airport, says Toyota spokesman Russ Koble. The other two will be split between yet-named drayage contractors.

The joint research is being funded



through a grant from the California Air Resources Board (CARB), supporting a Port of Los Angeles target of allowing only emissions-free

trucks by 2035. There are currently 16,000 diesel-powered trucks serving the ports of Los Angeles and Long Beach.

Drawing on 420 kW of power from a pair of carbon fiber fuel cells, the Fuel Cell Electric Vehicle will maintain about 50 km/h on a 6% grade, and deliver enough torque to start on a 20% grade. It will have a range of about 480 km between charges.

The energy is stored as hydrogen, but converted into electricity that's held in 12 kWh batteries to actually drive the electric motors, said Andrew Lund, Toyota's chief engineer for Project Portal. **TN**

SPILL RESPONSE

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Management Best Practices VOLUME 3

SPILL RESPONSE

Develop a plan to prepare for the worst

20th anniversary **TRANSCOURT TANK LEASING**

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Transcourt Tank Leasing names new regional account manager for Western Canada

OAKVILLE, ONTARIO

Transcourt Tank Leasing has strengthened its team in Western Canada with the appointment of Jason Hugo to the role of regional account manager, Western Canada.

Hugo is well-known in the tank industry with more than 20 years of sales experience with several tank trailer manufacturers and repair facilities.

“To support the growth of our business in Western Canada and

better serve our customers in this market, we have decided to restructure the territory and add an additional member to our team,” said Transcourt’s vice-president of business development, Shawn Rogers.

As part of this territory restructuring, Kevin Quick now assumes the position of key account manager, oil and gas, focusing

primarily on the crude, condensate, and NGL segments. Hugo as regional account manager will attend to customers in the chemical, petroleum, and dry bulk sectors.

“Kevin’s experience, industry knowledge, as well as his proximity to our client base together with Jason’s broad knowledge and understanding of trailer specs, maintenance and repair of tank trailers will definitely enable us to provide a higher level of service to our customers in the west,” said Transcourt’s president, Bruce Daccord. **TN**

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Holding ‘professional’ drivers to a high standard

By Derek Clouthier

LANGLEY, BRITISH COLUMBIA

Ken Johnson sets the bar high when it comes to being a professional truck driver.

Since starting in the industry in 1974, Ken’s career has grown from being an owner-operator to launching his own company in early ’90s.

The urge to venture out on his own hit Ken when the carrier he was driving for filed for bankruptcy in 1991.

From that, Ken Johnson Trucking was born, with a single truck and a single contract with a local paving company.

Since then, the company has grown to include 30 tractors and around 65 trailers, hauling bulk liquids, primarily chemicals and lubricants, for all the major chemical companies in B.C.

Then, about a year-and-a-half ago, Ken sold to Caron Transport, operating as a subsidiary of its new parent company, but still as a separate entity.

Since his humble beginnings, Ken’s business approach has not wavered, both from how he views the professional truck driver and how he runs his company.

“My philosophy was to run a service-oriented, safety-focused operation,” said Ken. “And by doing so, keep your nose clean, do the job properly, follow the rules and regulations and do your job right.”

Building this kind of reputation takes time and must be maintained by being consistent when it comes to following the rules and regulations in the areas you operate.

“I think that was one of the attractions when Caron was talking to us, is that we have the same safety-focused philosophies,” said Ken. “They run the same principles.”

Much of the company’s reputation can be attributed to what Ken expects from his drivers.

Anyone looking to drive for Ken Johnson Trucking can expect to be

held to a high standard when representing the carrier in the public eye.

“We’re looking for good, professional drivers,” said Ken. “For the last 25 years, I’ve been up on my soapbox saying that if you drive a truck, it does not make you a professional. The mechanics of operating a commercial truck on the highway are not that challenging from a technical perspective. You can train a monkey to drive a truck. If you call yourself a professional driver, that is more than getting a paycheck for manipulating a piece of equipment. To be a professional is the manner in which you conduct yourself.”

Ken believes all industry drivers must hold themselves to a certain kind of ethics and standards if they truly want to be a professional.

“We as professional drivers have to conduct our business amongst the general public. The public is in our workplace,” said Ken. “As professionals, we must accommodate the inadequacies of the amateurs in our workplace. There are too many people in trucks who do not conduct themselves as professionals...they are not good ambassadors for the trucking industry.”

Part of Ken’s approach to finding “professional” drivers is to get them in the door young. He hires a lot of drivers right out of driving school, with the belief that you cannot train attitude, but you can teach people to be professional.

“I would take a driver directly out of driving school who has a good attitude over somebody with 20 years of experience with a bad attitude,” he said.

New drivers at Ken Johnson Trucking get six months of internal training. Ken said many driving schools are guilty of preparing new drivers simply to pass their road test, and do not meet the necessary standards the job demands.

Ken is hopeful the possible implementation of a provincial MELT program will help alleviate this



concern, saying government needs the “political guts” to make testing more rigorous, and there should be a graduated system for professional drivers in B.C.

A MELT program would not only help establish commercial driving as a professional trade, according to Ken, but also improve its image to the public and potential applicants.

“Our industry has done too good a job of getting the bread into the store on time,” said Ken. “People don’t think of this. They go to the store and they get what they want and they don’t think of how it got there. Everything’s there. If it’s not there, then people think about it.”

“The MELT program has to be a bigger program and more encompassing so that it’s a recognized trade with minimum entry-level standards.”

If commercial driving was to be recognized as a trade, Ken said those wanting to get training from a quality school – like Mountain Transport Institute – would be eligible for student loans. At present, loans are not offered for commercial driver training, as it is not considered a professional trade.

From Ken’s perspective, it all comes down to safety.

Hiring professional drivers and how one conducts their business

goes a long way in the industry, meaning customers do get turned down from time to time.

Ken tells his drivers that no load “has to be there” if it can’t be delivered safely. In the past, Ken has had to walk away from customers that did not share the same views on safety.

Now primarily hauling liquid chemicals, Ken says his customers understand safety.

“The chemical industry gets it,” he said. “The chemical industry is safety focused. When we go approach chemical companies about transportation opportunities, the first thing they want to talk to you about is your safety programs. Cost is not at the top of the list.” **TN**



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