

TRUCK NEWS WEST

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Volume 30, Issue 3

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Reach us at our Western Canada news bureau
Contact **Derek Clouthier**
Derek@Newcom.ca
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AMTA president Chris Nash braves frigid temperatures while providing members of the media a tour of the association's new state-of-the-art facility in Edmonton, Alta., March 6.

Three new rest stops to open in Alberta

AMTA holds grand opening of new Edmonton facility

By Derek Clouthier

EDMONTON, ALBERTA

The Alberta Motor Transport Association's (AMTA) advocacy efforts continue to pay off, with the government's announcement of three new rest stops to be constructed in the province.

Alberta's Minister of Transportation, Brian Mason, passed along the message during the association's grand opening of its new state-of-the-art facility at the Edmonton International Airport March 6.

Two of the rest stops will be built along the Yellowhead Highway west of Hwy. 43, both for eastbound and westbound traffic. The other will be along Hwy. 2 at Wolf Creek, just north of Lacombe. The province is also supporting a private sector rest stop near Bowden on Hwy. 2.

Mason said the rest stops will be fully equipped, with washroom facilities, food, and an ample number of stalls for truck parking.

"These rest stops will offer plenty of opportunity for commercial expansion, including gas stations, restau-

rants, and facilities," said Mason. "They will be safe places for truckers to pull off the highway and get some rest."

Construction of the rest stops is expected to create 89 jobs, with building costs around \$20 million.

"Safe highways are the number one priority for our government," said Mason. "Rest stops allow our commercial carriers to rest so they are not fatigued behind the wheel. They're also a good place for all of us to pull over and stretch our legs before getting back on the road."

AMTA president Chris Nash said the announcement of three new rest areas was "a good step, but there are still more needed."

Mason commended the AMTA for its efforts to push for more rest stops in the province, which is a nationwide issue, particularly with the electronic logging device (ELD) mandate looming.

He also said the association played a major role advocating for a mandatory entry-level driver training program, which took effect March 1, super singles, and other safety requirements for the industry.

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Northern access

Conference addresses various modes of transportation to service Canada's north

By Derek Clouthier

WINNIPEG, MANITOBA

Accessing Canada's northern communities is changing along with the region's climate. With trucks traveling on ice roads and other cargo coming in by aircraft, additional ways to open northern communities to the south has never been more urgent.

This was the message sent during the Northern Transportation Conference at the University of Manitoba March 2, where a group of professors, engineers, pilots, and those in the trucking industry explored how the landscape of northern transportation is changing, and what

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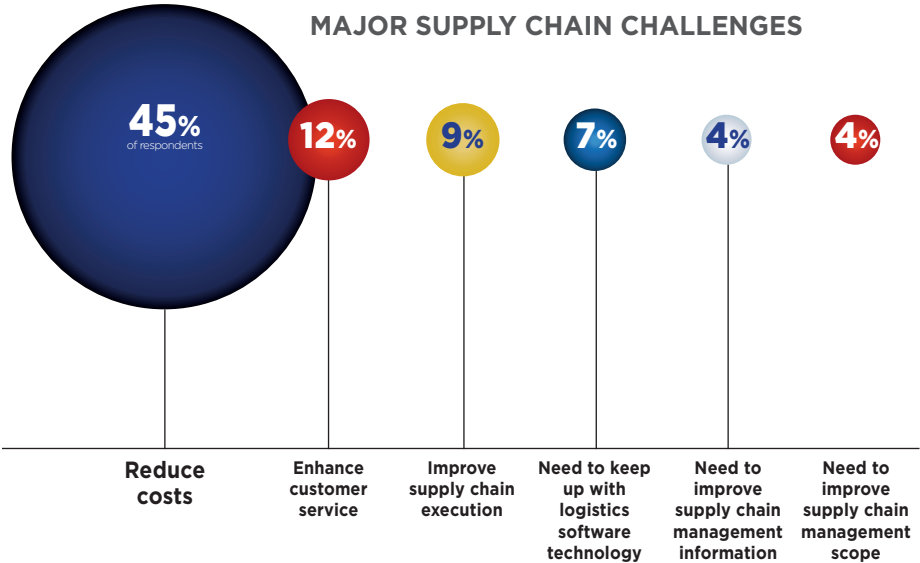
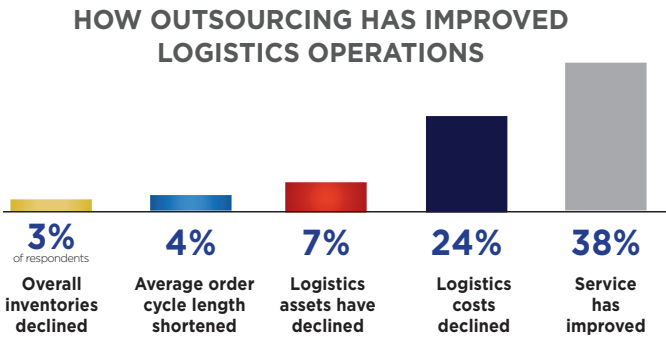
Inside outsourcing

What shippers look for in an outsourcing relationship

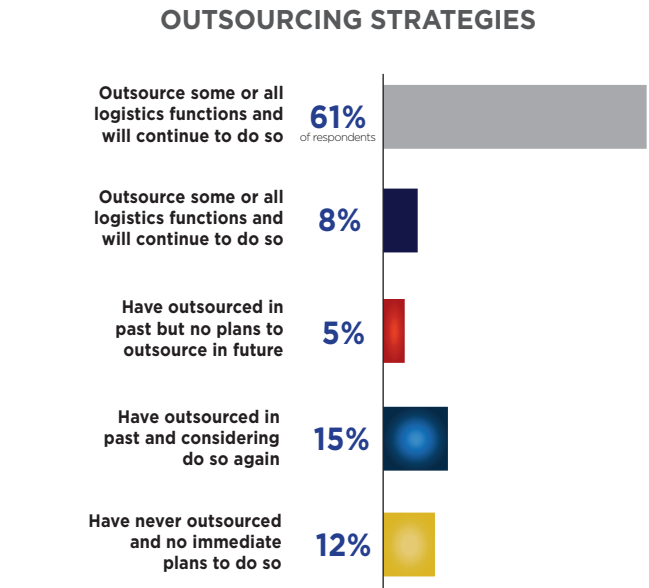
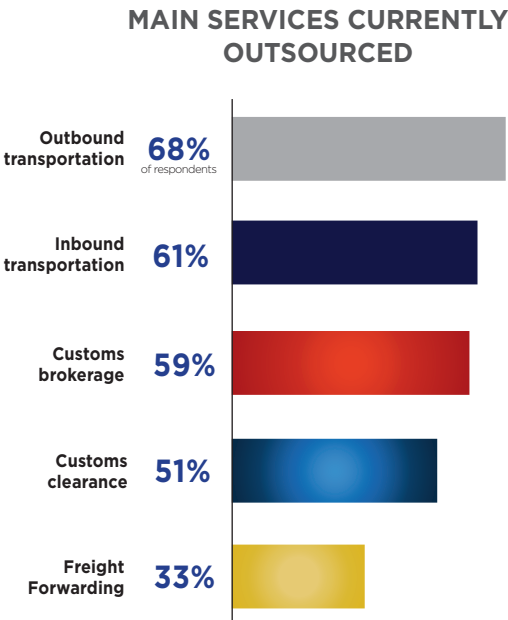
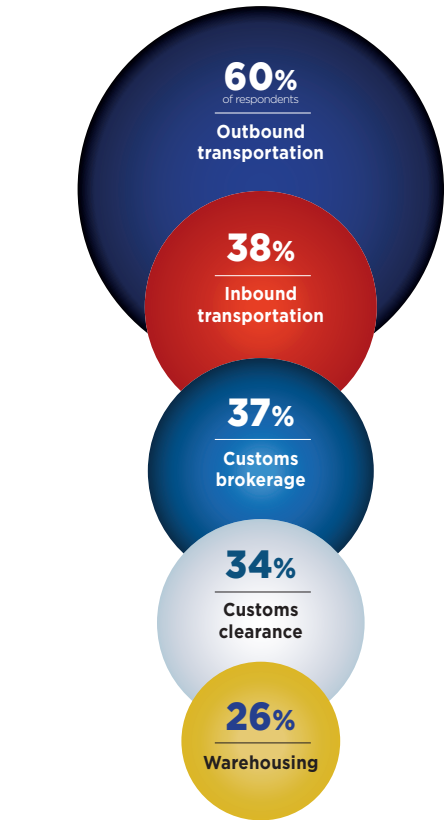
Canadian shippers are increasingly looking to outsource key supply chain functions for a variety of reasons but cost reduction is by far the primary driver. Sixty one percent of shippers responding to our annual Outsourcing Survey told us they are outsourcing at least some of their supply chain functions, transportation topping the list. Another 22% told us they are considering outsourcing in the future. Almost 4 in 10 reported service improvements through outsourcing while a quarter have been able to reduce their supply chain costs.



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Derek’s deliberation

Rest stops increase safety, help attract drivers, and boost economy

It’s good news that three new truck stops will be constructed in Alberta, potentially four with a privately-funded location along Hwy 2 near Bowden.

I’m not sure how these things are budgeted for, but \$20 million for three brand new, fully-equipped rest stops seems like a bargain to me.

You always hear about Canada’s lack of rest stops for truck drivers compared to the U.S.

Doing a quick Google search of truck stops in Alberta, quite a few pop up, but I’m leery about what is classified as a truck stop. I don’t know what each is like, but one truck stop on the list is in the town I live just outside of Calgary, and I know for a fact that the cardlock location has nothing more than fuel pumps...no washroom, no food, nothing. Chances are quite a few on the list are similar.

I know it’s not easy to find a large enough piece of land sitting empty on the side of the highway where a truck stop can be built. The land is owned by somebody, either privately or publicly, and deciding to construct a truck stop takes clearing a few hurdles.

But there are so many reasons



why more truck stops are needed across Canada. Safety is one. With an ELD mandate coming soon, drivers will need a safe place to pull over and sleep, eat, and do other things all human beings must do. ELDs really don’t make this need any more important – HOS regulations are not changing, so drivers should have always had to stop for rest, but with a lack of infrastructure, is it any wonder some drivers just carried on

down the highway until they did find a suitable location to stop? The safety issue is not only for truck drivers, but also everyday motorists. Having trucks pulled over to the side of the road to adhere to HOS regulations is a hazard to anyone on the highway. I don’t think police would advise Joe Blow and his family to pull over to the shoulder of the Trans-Canada Highway and take a snooze. They would tell them to stop at the next safe location to get some rest. That should not be any different for commercial drivers, but they need safe rest stops to follow this concept. Safe, equipped rest stops will also help attract more quality drivers into an industry that desperately needs them. I love road trips, and I love stopping at restaurants and other places along the way. What I would not like would be stopping in the middle of nowhere every night and not having access to a washroom, food, or a sense of being safe. I am writing this column on International Women’s Day, which

begs the question, why would a woman want to drive truck if they are not provided with safe rest areas with services? If we are to attract more female drivers, rest areas are vital. Finally, rest stops are good for the economy. They create jobs when being built, and once complete, they provide business opportunities for food vendors, convenience stores, and other services. And because rest areas should be located in more remote locations between major city centers, the business opportunities are available to those in smaller communities, which help employ those residing in more rural areas. So, my argument is simple...build more rest stops. **TN**



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AMTA's new home

Continued from page 1

“The partnership that we have developed has been very beneficial to the safety of our roads and to the economy of our province,” said Mason of the AMTA. “The AMTA has taken a lead role in safety initiatives all across the province.”

Building tour

In addition to the minister’s announcement, the AMTA invited media to tour its new Edmonton facility.

Equipped with a five-acre training track, two simulators, classroom space, a truck bay, and 6,000 sq.-ft. of space available for lease, the building is a major step up from its former location.

The building was constructed to LEED Silver standards, meaning it utilizes environmentally-friendly components like solar reflectance, electric vehicle charging stations, and a green roof, saving energy, water, and resources.

Nash said the training track can be used for a multitude of reasons by a variety of stakeholders, including AMTA-led training, carrier training, a combination of both, or training that was developed on-site and used at another location.

“It’s anything and everything,” said Nash. “One of our goals is that we want training to be consistent. That’s probably the biggest message we want to put out.”

Nash said many carriers tailor their training to suit their individual needs, and if a driver leaves one company for another, drivers can be put back into the training cycle because of a lack of consistent training methods.

“The inconsistency is out there and it will only be beat by training that we can bring everyone together and agree on, and this is a great nucleus for that,” said Nash.

Nash said the AMTA is eyeing future expansion of its training track, and funding efforts are in place to make that a reality.

With the space they have now, training is restricted to slow maneuvers, whereas if they are able to expand the track, training can include such things as emergency vehicle and smart city area testing.

The AMTA’s new facility is also the third component of the Alberta Aerospace and Technology Centre, which is based on the driving and flying simulators located on the site.

“You’ve got air, ground, and they now consider CP Rail to be close enough that we have all modes of transportation built out of this,” said Nash, “so it’s exciting to see all modes here, and a functional nucleus to become a resource to be able to try new things.”

Nash said testing done at their new facility provides a safe location to try out new technologies, such as platooning, automation, and driver assist, where there is no impact on the public.

He also said it’s important to have drivers understand these new technologies.

“Drivers who have been driving an older truck that doesn’t have it, it’s a transition,” he said. “Being able to bring that to the forefront and educate in a controlled environment or to build training for people to be safer and competent on the road, that’s what this facility is all about.” **TN**



The ribbon is cut for the grand opening of the AMTA's new Edmonton facility.



Truck News-West was given a tour of the AMTA's new Edmonton facility March 6, including the five-acre driver training track.



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Reaching out to anti-pipeline movement

Dear editor:

I just read your editorial “Tapping into Canada’s oil and gas resources while we can” and wanted to tell you I agree with you and feel the way you worded it was a wonderfully polite way of making a strong point on the safety and importance of pipelines.

I noticed you did not mention the most important pipeline in Western Canada, which is the now Canadian government-owned Kinder Morgan

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The Trans-Mountain Pipeline transports 300,000 barrels a day and the new one they want to build will Transport 590,000 barrels of oil a day.

I was thinking your editorial needs to be sent to all the news media and other papers because most readers of Truck News-West will already see things your way, so we need to get the message to those who oppose pipelines. **TN**

Gord Currie

Have an opinion?

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Feds announce regulatory changes to the transport of animals

OTTAWA, ONTARIO

The federal government announced changes to the Health of Animals – Transport Regulations in an effort to improve animal safety and well-being while being transported.

The amendments include those related to space requirements and overcrowding of animals, including preferred positions for particular species. They also include container and conveyance requirements when it comes to design, condition, and maintenance.

Maximum time intervals for providing feed, safe water, and rest for animals have also been changed. For beef and dairy cattle, for example, the maximum number of hours for feed and water will be 36 hours, down from the current 48.

Broiler chickens spent laying in hens as well as rabbits will need to be fed every 28 hours and provided safe water every 24 hours. Current requirements for both is 36 hours.

Other areas where amendments have been made to the regulation are during the transfer of care, recordkeeping, and monitoring of the animals being transported.

The government estimates several commercial carriers will be affected by these regulatory changes, including 470 cattle carriers, 480 that transport pigs, 135 poultry carriers, and around 84,000 livestock and poultry producers.

Everyone involved in the transport of animals will require training on the new regulations and will need to maintain records for each shipment.

The government indicates that any commercial carrier or person transporting animals by land in the course of business or for financial benefit will be expected to carry incremental costs as a result of the new requirements.

Benefits of the new regulations, according to the federal government, include increased compliance and alignment with regulatory requirements, consumer confidence in animal food products, and improved animal welfare and prevention of suffering during transport.

The Canadian Cattlemen's Association (CCA), however, does not agree the new rules will enhance animal welfare.

The CCA pointed to research from Agriculture and Agri-Food Canada that says 99.95% of cattle on long-haul trips reach their destination in good condition.

The CCA believes the new regulations will increase stress to cattle and their chance of injury due to

changes requiring more loading and unloading for rest stops.

The association also questions why the government announced the changes before research on the transport of animals is complete, saying data is to be collected through 2021.

“To ensure proper process, specific proposals need to be researched to understand how they affect the well-being of the animal,” the CCA indicated on its website. “Without fully evaluating unknowns, such as the stress of



unloading and reloading versus the stress of completing the journey, the effects of temperature, trailer design, loading densities, as well as whether rest stops do, in fact, relieve stress, the government is taking a risky approach with the revised

regulations that we anticipate will move industry's good record away from, rather than closer to, 100%.”

Amendments to Health of Animals – Transport Regulations will come into effect February 2020. **TN**



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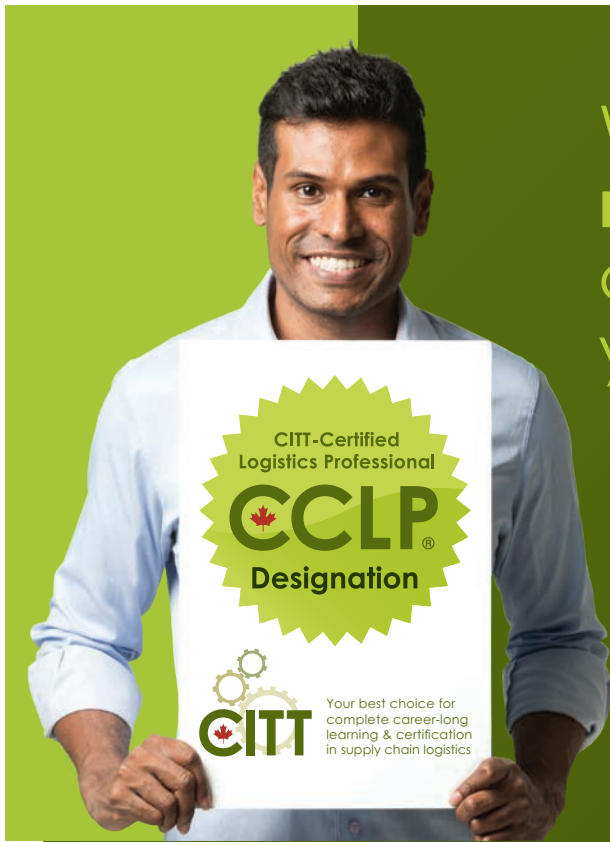
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ALBERTA

Convoy organizer surprised by level of support

By Derek Clouthier

RED DEER, ALBERTA

Glen Carritt never expected United We Roll! Convoy For Canada to get the warm reception it did across the country.

Carritt, who organized the convoy that departed Red Deer, Alta., Feb. 14 and arrived on Parliament Hill in Ottawa, Ont., Feb. 19 to show support for Canada's oil and gas industry, said the plan was simple and straightforward.

"When we first set out, the goal was to get to Ottawa and Parliament Hill, make some noise, and have the rally," said Carritt. "And then all of a sudden there were people meeting us. And I thought once we got into Ontario this was going to fizzle...the closer we got to Ottawa, there was no way we were going to get this kind of support."

Carritt, a councilor for the town of Innisfail, Alta., and a small business owner, admitted he had reservations about how Ontarians would react to the pro-pipeline convoy.

"I'm not going to lie to you, I am a typical westerner who thought Ontario didn't like the west and the energy business," he said. "But I'm not afraid to admit that I was wrong ...and I was wrong. Ontario loves Western Canada and we want to be united."

Carritt said this is the main message he believes the convoy was all about – uniting those in Canada who feel there should be more support for the country's energy sector.

During the convoy's departure in Red Deer, Carritt pointed out that Canada already has in place some of the most stringent safety and environmental policies for its oil and gas industry. He also said Canada has one of the lowest carbon footprints in the world. Despite this, Carritt says the Trudeau government looks to countries that do not impose the same standards for much of our energy needs to the tune of \$50 million a day.

"We need our pipelines to get to tidewater and to the rest of Canada," Carritt said, reiterating this same message to the throngs of media outlets that attended the departure from Red Deer.

The convoy made stops in Regina, Sask., Dryden, Ont., Sault Ste. Marie, Ont., and in Arnprior, Ont., just outside Ottawa where



United We Roll! Convoy For Canada departs Red Deer, Alta., Feb. 14.

it staged prior to rolling onto Parliament Hill.

In Sault Ste. Marie, the convoy was met with hundreds of supporters and a barbecue. Then in Arnprior, Carritt said there were about 20 trucks waiting for their arrival.

“That was beyond the realm of what I thought was going to happen,” he said, adding the fire truck that was part of the convoy garnered around 20,000 signatures during the journey.

In Ottawa, Carritt said everyone included in the rally was respectful, including an anti-pipeline group that was on Parliament Hill as well.

The convoy was not without controversy, however.

During the course of its trip, a pair of voices did bring up concerns with how money raised through a GoFundMe campaign was being distributed to convoy participants.

One such voice was Peggy-Lee Glenn, who posted on Facebook that they needed to set up an emergency fund because Carritt “has not accounted for the money, won’t answer questions and did not plan to get these members back home.”

She also posted: “Let’s put the pressure on Glen Carritt before he gets back home with the money and leaves everyone stranded.”

Carritt, however, said this could not be further from the truth, and a small group – two people to be exact – was essentially looking to sabotage the success of the United We Roll! Convoy For Canada.

“The people who created the havoc wanted to leave the convoy, and I paid their receipts out of my own pocket, because GoFundMe money doesn’t come quickly,” said Carritt. “It goes into an account and you can only take \$1,000 or \$2,000 a day out of it, and I was spending \$6,000 a day on hotels.”

Carritt said during the course of the convoy to and from Ottawa, he spent approximately \$80,000 of his own money to help participants out with hotels, fuel, and food.

He also said there was around \$30,000 in the GoFundMe account when the convoy departed Red Deer, which quickly swelled to nearly \$140,000 once they were on the road.

“It was going strong,” Carritt said of the fundraising. “We were getting about a \$1,000 an hour because people don’t donate unless they see it as a success. Then as soon as

that controversy arose, it came to a screaming halt.”

Carritt said the media coverage of the convoy took a negative turn because of what he called the voices of very few.

“How nice of the media to look at everything we did,” he said. “I’ve got a \$750,000 fire truck sitting on

Parliament Hill and I’m going to run away with \$100,000? Give your head a shake.”

As it stands right now, a book-keeper is going through all the receipts from convoy participants, and Carritt said each will be paid as evenly as he can.

“Everybody will be paid the best

we can,” he said. “I’ll end up with a shortfall, because people didn’t realize it was a lot more expensive and I had to take out of my own pocket.”

Despite some hiccups along the way, Carritt said the convoy accomplished what it set out to do, and the experience was a positive one. **TN**




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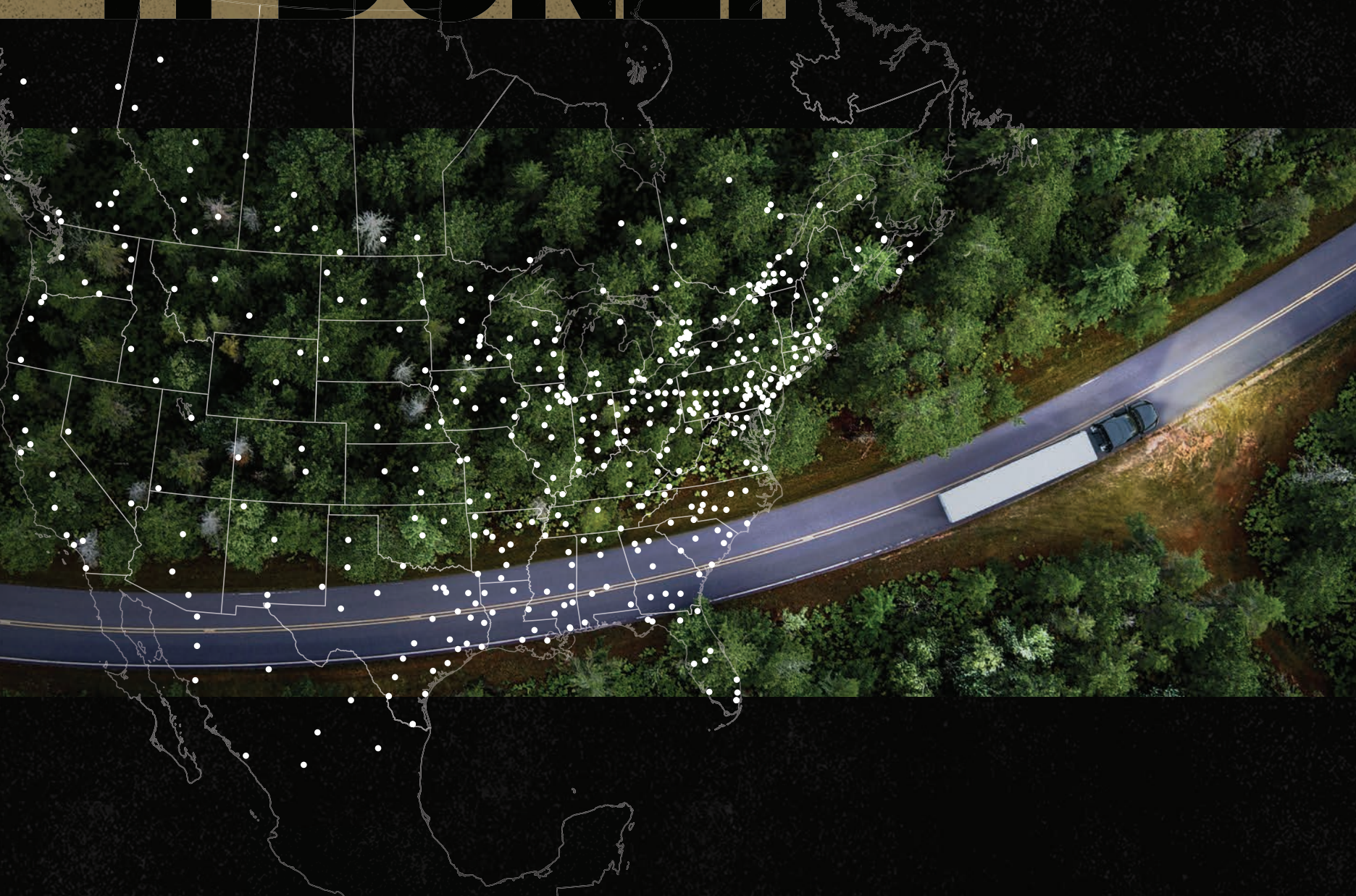
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BORN READY.

Port of Vancouver sees record volumes for second straight year

VANCOUVER, BRITISH COLUMBIA

It was a banner year for the Vancouver Fraser Port Authority in 2018, with record cargo volumes passing through Canada's largest port.

Last year saw 147 million tons go through the Port of Vancouver, up 3.5% from 2017.

Strong growth was seen in the container, potash, canola, and barley sectors, all hitting record highs in 2018.

Container volumes, measured in 20-foot equivalents or TEUs, were up 4.4% to a record 3.4 million TEUs.

"Canada's international trade is growing. The port authority and all those who make up the Port of Vancouver are taking steps to ensure the port will be ready to handle the anticipated increase in cargo through Canada's west coast," said Robin Silvester, president and CEO of the Vancouver Fraser Port Authority, the federal agency responsible for overseeing the Port of Vancouver. "This includes partnering with terminal opera-



tors to expand and improve operations in preparation to meet the expected increased demand."

Other areas that saw increases included dry bulk and containerized grain, which hit record high levels of 27.4 million metric tons

combined. Canola and barley also reached new records, and potash exports increased 27.6% to record volumes.

"Last year's success is due to port terminals, tenants, railways, marine shippers, truckers, and our government and other partners, all of whom are continuing to invest in response to growing trade," said Silvester. "I'd like to thank all of our port stakeholders for their commitment to contribute to a more fluid and efficient supply chain and increased capacity at Canada's largest port." **TN**

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OPINION

Petrol Points

Political patience running on empty



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.

I don't know about you, but I fill up my tank, or begin to squint with nervous suspicion, when the fuel gauge says it's only a quarter full.

The only indication we have of where the prices of gasoline and diesel will be in the near future, or the future's future, is dependent on information supplied by the Energy Information Administration (EIA), a subset of the U.S. Department of Energy. The data provided is used by traders, analysts, and speculators worldwide. Without this weekly information, price projections would be more accurate if they were prepared by a professional dart player.

Key components in the weekly EIA reports are inventory and demand levels, as well as refinery runs. The extensive and comprehensive data contained in these reports is mandated by the U.S. government and released a day after the American Petroleum Institute (API) publish its data, which is voluntarily provided by the oil industry and is looked on with suspicion by traders, as the data may be, from time to time, looked at as self-fulfilling prophecies.

We criticize the U.S. for all manner of what we superiorly judge as indiscretions, but when it comes to energy data provision and energy project planning and implementation, they are beyond any form of second-guessing.

Canada, on the other hand, is a second-stringer in the energy game. Sure, we have the third largest proven crude oil reserves in the world or, so we are told. But getting it out of the country is another question for yet another day, and the day after that, and so on, only to be answered by the politicians – or the bevy of environmental evangelists.

Unlike the U.S., neither the Canadian government or Canadian version of the oil industry provide consumers in the private or commercial sectors with any information on domestic inventories of crude or refined products.

In the U.S., if a refinery or pipeline goes down, state and federal authorities must be informed as to the reason for the incident, how it will affect consumer supply, and when service will be restored. In Canada there are no such rules in place. If a station runs out of gas, all you have to do is call a newspaper or radio station and try to get an answer. Forget calling an oil company or your local MP for enlightenment.

We criticize the U.S. for all manner of what we superiorly judge as indiscretions, but when it comes to energy data provision and energy project planning and implementation, they are beyond any form of second-guessing.

Back in the U.S., there are 143 refineries — and the government just tells them if they want to keep on refining and selling their gasoline and diesel then send us your supply and demand statistics. Here in Canada, we have all but 13 refineries which, if Husky and Shell have their way, will soon be reduced to 11.

How hard can it be for the Trudeau government to order the oil companies to provide the same information?

I don't know about you, but the political patience level on my tank is just about on empty. I'll fill up at the next polling station. **TN**

Addressing B.C.'s labor shortage takes innovation

Road transportation isn't the only sector suffering from a labor shortage. The B.C. Trucking Association (BCTA), which represents both freight and passenger carriers in our province, has been focusing on ways to address the shortage of commercial vehicle drivers for years. The industry is also challenged by a scarcity of support workers – technicians, mechanics, dispatchers and other personnel are all in high demand. Other businesses are hampered too, whether we're talking about entry-level restaurant servers or experienced construction workers.

What's happening in B.C. with the labor pool and trucking?

In 2018, we were at about 4,100 vacancies in trucking during the first quarter. Our industry made strides strategically to engage women, continued to promote trucking as a career, got closer to mandatory entry-level training than ever before, and saw driver wages go up 7%. And this year, we are at 5,700 vacancies for Q1.

The aggregate data is downright scary. Last year, the province's employment projection indicated 900,000 new jobs created due to retirements and economic expansion over the next decade. Filling those jobs will be 450,000 new entrants to the workforce, 250,000 international immigrants, and 76,000 workers moving to B.C. from other provinces. The balance would come from an increase in B.C.'s labor force participation (how many persons 15 years or older are working or looking for work). B.C. would have to see that level increase to 74% to meet demand.

B.C.'s labor force participation was 64% in 2012 and is projected to be 63% in 2022 and 61% by 2032. That's bad news.

Inter-provincial migration? As of Q3 last year, B.C. stopped gaining workers from other provinces. That's worse news.

So what does this mean? The bottom line is over the next 10 years we now have an additional supply requirement of 130,000 workers, while still counting on 76,000 coming from other provinces. Of note, WorkBC states, "the additional supply requirement



Dave Earle is president & CEO of the B.C. Trucking Association. He has extensive experience in government and labor relations, occupational health and safety training and consulting, administration of substance abuse testing and treatment programs, and workers' compensation. Earle holds a B.A. in communications/political science from Simon Fraser University.

is assumed to be met through a mix of higher labor force participation [but their own projections show a lower rate], lower unemployment [despite being at or near full employment currently] and/or higher productivity/automation."

Higher productivity has historically meant "work more hours of overtime." That won't work for our industry.

Platooning and automated vehicle technologies are equipment-based solutions for trucking, but realistically these won't be broadly available immediately, and the labor shortage is now.

To help fill this gap, BCTA is working with our members to identify new and emerging opportunities for increasing efficiency. The innovative use of telematics is one example. Using data from real-time, traffic-based navigation, HOS monitoring and route planning, IFTA reporting and calculations, and predictive repair and maintenance, companies are already streamlining their operations to optimize their current fleets, improving efficiency through fewer on-road incidents, on-time deliveries, reduced downtime, and less cargo theft. Practices like "over-the-air" engine software updates are exciting additions to newer model trucks that turn downtime into a short stop.

The question is, how do we translate innovation happening now to broad uptake by fleets?

Jobs that technology is replacing – load handling, container stuffing, warehouse workers, forklift driver – aren't those young people coming into the labor force are most likely to pursue. But increasingly high-tech solutions that are revolutionizing the transportation industry are creating new opportunities to attract a tech-savvy cohort of workers.

Based on B.C.'s labor market projections, our companies should be exploring how telematics, increased efficiency, and new technologies can help them re-envision how they'll operate and who they need on board over the next 10 years and beyond. **TN**



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Trucks not disappearing

Continued from page 1

can be done to expand access in the future.

Airships

One of the more talked about modes of transportation that has been studied to open up the north is airships.

Dr. Barry Prentice is the professor of supply chain management at the university, and has been a strong advocate for the use of airships for several years.

Prentice believes airships would be a suitable solution for transporting freight to locations in the north that cannot be accessed by roads.

“They are more expensive than trucks, as trucks are relatively cheap and can carry large loads,” said Prentice. “It’s for where you don’t have roads.”

Prentice said much of the stigma toward airships originates from the public’s perception that was created from the Hindenburg disaster, which saw the zeppelin go up in flames killing 36 of the 97 people on board.

Prentice also cites the technology divide that occurred in 1949 with the first successful jet air-

liner, prompting their widespread use for passenger air travel.

But since the 1937 Hindenburg tragedy, Prentice said there has been improvement when it comes to how airships operate.

Using hydrogen as a fuel source, Prentice said airships can now carry low-pressure fuel tanks with no impact on cargo space.

“You can run a truck on hydrogen, but the problem is, where do you have the fuel tank?” questioned Prentice.

He also said if the zeppelin is powered by fuel cells, it will create valuable ballast water through the propulsion system.

Another issue around the use of airships is landing and mooring space.

Airships, as Prentice said, are safe while in flight, but can be susceptible to weather elements while on the ground, making prolonged unloading of cargo potentially hazardous.

But Prentice posed a solution to this problem with the idea of using what he called a turntable air dock. Trucks would be able to pull up to the airship, both sitting on the turntable. If wind were to shift

the airship in any way, it, along with the trucks, would turn on the table and avoid any danger.

Some of the benefits Prentice sees in the use of airships in Canada’s north include providing a year-round mode of transportation, enhanced exports and international recognition, the creation of new economic opportunities, mineral exploration, and adding quality of life to those living in remote communities by bringing down the cost of housing, health-care, and food.

Comparing the price of some common food items in Winnipeg and St. Theresa Point First Nation in Manitoba’s north, Prentice showed the vast difference in cost.

Four liters of milk in St. Theresa Point goes for \$16.57; a pound of bananas are \$2.26; a loaf of bread is \$6.19; a 910 gram can of coffee is \$20; and a dozen large eggs are \$5.85.

Judy Klassen, MLA for Kewatinook, which includes St. Theresa Point, said she sees first-hand what Indigenous Peoples have to endure being so segregated in the north, including poor health and early death.

Klassen and Prentice said it is much easier for northern residents to rely on diets packed with sugar and fat because of price and access than it is to afford healthy choices.

“We need to change the perception that Indigenous Peoples in the north all want to just move down south,” said Klassen, adding that more needs to be done to provide for those in the north.

Prentice said the cost of goods in the north is not based on freight rates, but rather the method in which these goods are shipped to northern communities.

He said unlike trucks, which require roads to access the north, airships fly over a lot of problems and cause very little ground disturbance.

Once you factor in the cost of building a road and the price tag to haul freight on a truck, in some instances, airships would make economic sense and have the potential to significantly lower the cost of goods in the north.

According to The North West Company, a grocery and retail chain that operates in Canada’s remote northern communities, about three quarters of all food and merchandise shipped north is done so by air, compared to one quarter by truck.

“They are more expensive than trucks, as trucks are relatively cheap and can carry large loads.”

– Dr. Barry Prentice, University of Manitoba

Several companies have designed and built airships, including Canadian manufacturer Basi.

“The airship is a big idea... there is no such thing as a small airship. But just because they are big doesn’t mean we can’t do it,” said Prentice. “This is a Canadian solution to a chronic Canadian problem...this is a way to open up the north.”

Prentice said approximately \$500 million is needed to get airships off the ground and running in Canada, around \$50 million of which would be required for a hanger.

With hundreds of millions of dollars already being spent on sustaining those in the north with the construction of ice roads, air travel, and subsidizing food, Prentice said there is no reason not to try using airships.

He did admit that the idea is a difficult one for many to wrap their heads around, and getting government help is also daunting.



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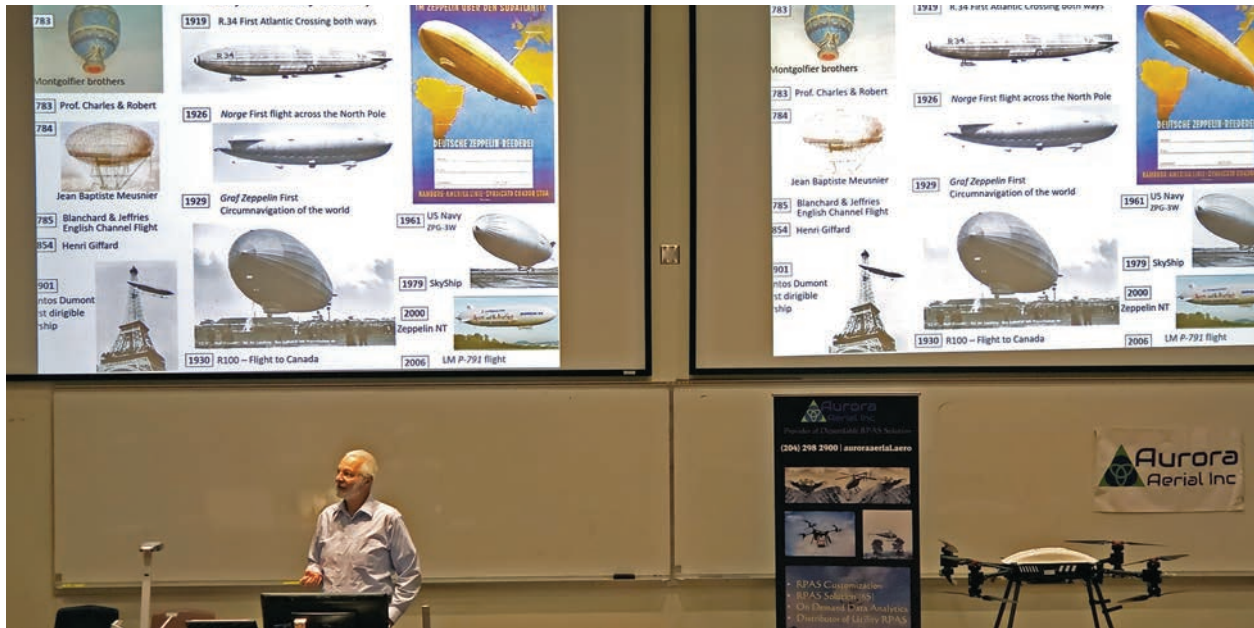
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Dr. Barry Prentice highlights the benefits of airships to access Canada's north during a presentation in Winnipeg March 2.

"We would export around the world," he said. "Airships will work in our climate, and I think they'll work anywhere, so why not produce them here?"

Unlike tractor-trailers, airships have a small carbon footprint, and with the impact of climate change becoming apparent in the north, Prentice said their use would be beneficial.

Dr. Danny Blair is a professor in the University of Manitoba's department of geography, and he said most people in Canada do not

understand what is coming from the impact of climate change.

"A lot of people in Manitoba do not get or understand how important climate change is," he said. "We need to get on with trying to prevent this as much as we can."

Blair said global temperatures have increased 1.1 degrees Celsius above the pre-industrial age, and carbon dioxide concentration is the cause.

Blair, and many scientists, expects this trend to continue, with a worst case scenario seeing

the next generation being four degrees warmer, and best case being two degrees warmer.

"There is change coming no matter what," said Blair. "Despite all the things we're doing, all the good intentions, the curve is going up."

Under the worst case scenario, Blair said Churchill, Man., will have the same winter climate as Kenora, Ont., and Winnipeg will see summers like Northern Texas.

"Everything is going to get a lot warmer, especially the winters,

but also the summers will be a lot warmer," said Blair. "This changes everything. The higher we go up that curve, it changes everything, including transportation."

Ice roads

Ice roads have long been a channel for trucks to haul freight into northern communities.

Tim Smyrski, winter road manager for Manitoba Infrastructure, said with new technology and a changing climate, constructing an ice road is much different than it was decades ago.

"Today the needs (of winter roads) have changed significantly, and we are adapting to those needs," he said.

With Manitoba Infrastructure constructing around 2,300 km of ice roads every year, climate change is expected to continue having an impact.

Ice roads are built westerly to the Pacific Ocean, easterly to the Atlantic, south to the Gulf of Mexico, and north to the Beaufort Sea.

There are two types of winter ice roads – over land and over water.

"Over land, we take the path of least resistance," said Smyrski. "For the most part, we still do that with the changing climate."

Continued on page 20



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Ice and mat roads

Continued from page 19

Making an ice road over a lake can involve flooding or simply clearing snow off the ice surface.

Smyrski said snow management is vital for proper ice road construction, even more so with changing climate conditions.

Prior to opening an ice road, Manitoba Infrastructure meets with transportation companies to review rules and safety issues, where they are at with construction, and where they will be in the future.

“We interact with the trucking industry quite a bit over the course of the winter,” said Smyrski, adding that more carriers are coming into the province looking to use ice roads to access northern communities.

He said a shortened winter road season can have a negative impact on trucking capacities because many of the remote communities rely on the same carriers for freight delivery.

Warmer climates can also restrict trucks from using land ice roads, as they sink and break up the surface, making them impassable.

Smyrski said one initiative to adapt to climate change is to re-route ice roads off water, with about a 400km reduction thus far.

Looking at the community of Brochet, Man., which is accessed by ice roads, climate change could have a significant impact.

Blair said the next generation could see winter temperatures in Brochet rise from the current -19 degrees Celsius to -12. Very cold days, classified as being -30 degree Celsius or lower, could drop to 20 every year from the 50 they get now. During the summer, the community could also see 5.6 days over 30 degrees. At present, there are no days over 30.

So far, Smyrski said they have been able to adjust.

“We really haven’t seen a decrease in the time our winter roads are in operation because of advancements we have been using,” he said, adding that this season has been a banner year, with about 1,000 extra loads being shipped on ice roads so far.

David Horbas runs First Nations Trucking/Sasco Ltd., a carrier that relies on ice roads for 90% of its business.



Colten Doll provides an example of how mat roads support trucks.

“We are an essential service to the north,” said Horbas, adding his company has delivered over 200 loads to northern communities so far this season.

Based out of Gillam, Man., Horbas echoed Smyrski that more roads are being built over land due to climate change, and that “drivers must be proactive and show respect for the road.”

Mat roads

One way to build an environmentally-friendly road over land that poses minimal disturbance is with the use of mats.

Colten Doll is a field engineer with D. Blizzard Integrated

Services who builds mat roads primarily for the oil and gas industry in Alberta.

The process involves using various types of wood mats on top of peat moss, which essentially makes the road a year-round access route.

The wood sustains the freeze in the soil underneath and distributes load weight to create stabilization making mat roads a viable option in the north with growing instability of permafrost.

Mat roads can sustain loads exceeding over 100 tons per vehicle.

There are three types of mat roads: on-grade (on soil conditions that are level to drive across with no large obstacles); on-grade stringer-deck (terrain with stumps, boulders, rolling or uneven ground with some mud and water; and elevated stringer-deck (used in wetlands, peat bogs, protected areas, deep mud and water, and permafrost. There is also a floating mat road system used in water with no vegetation 10-12 feet in depth that can hold payloads up to 250,000 lb.

Mats that are not damaged can be reused for other road systems.

Drones

Another mode of transportation that could work in some cases in the north is drones – or as they are officially now called in Canada, remotely piloted aircraft systems (RPAS).

Alan Tay, who owns Aurora Aerial Inc. along with his partner Fredrick Petrie, said outside of the military, the commercial market is where the highest demand for drones stems.

One of the hurdles the RPAS industry must overcome for the unmanned devices to be a viable option is to have the “beyond visual or out of sight” restrictions imposed by Transport Canada removed.

Tay said in order for drones to be economical in the north they would need to be large cargo devices, something he can envision in the future.

“This is not science fiction,” said Tay, “this is happening now.” **TN**



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Getting Canadian and U.S. ELD mandates to mesh

By Derek Clouthier

DALLAS, TEXAS

The Canadian electronic logging device (ELD) mandate is fast coming down the pike, and one area where it could differ from the U.S. rule may impact carriers and device manufacturers south of the border.

Providing an ELD update during the Omnitracs Outlook User Conference in Dallas Feb. 26, Canadian Trucking Alliance (CTA) senior vice-president of products Geoff Wood highlighted some updated positions his organization submitted to the government last fall. One such change is to implement third-party certification for ELD devices used in the Canadian market.

ELDs in the U.S. are self-certified, a position the CTA suggested in its initial ELD recommendations, but has since reconsidered. Wood said the reason for the change in position is to make sure carriers and commercial vehicle enforcement officers are working with a product they know is a legit device. He also said third-party certification will eliminate devices that can be manipulated.

“Hours-of-service (HoS) is a big deal,” Wood said. “It’s in the spotlight now after the collision in Humboldt, Saskatchewan.”

Wood said the insurance sector has voiced concern over scenarios where ELD devices have been manufactured in a way that allow fleets to manipulate the HoS data, and that they are being used as a recruitment tool. If ELDs used in Canada require third-party certification, it would mean U.S. carriers operating north of the border would need to ensure their ELD provider received appropriate certification for the device to be legal in Canada. Wood added that if the third-party certification recommendation comes to fruition, it could add to the time-frame of a Canadian ELD mandate, but not significantly.

The CTA is hopeful the ELD mandate will come into effect this June prior to the fall federal election. Wood underscored that the Canadian ELD mandate is intended to mirror the U.S. rule as much as possible to ensure a smooth transition.

“The goal, because we have so much cross-border traffic, is to be as closely aligned to FMCSA (Federal Motor Carrier Safety Administration) as we can,” he said. “We’re not changing any of the structural HoS regulations, we’re just making them electronic.”

U.S. carriers currently using an ELD and complying with Canadian laws would continue, business as usual, said Wood.

Thomas Cuthbertson, vice-president of regulatory compliance

with Omnitracs, said his company’s comments regarding the Canadian ELD mandate “were all about getting harmonization” between the U.S. and Canada. Cuthbertson said the more harmonization the two countries have with ELDs, the easier transition and implementation will be.

Slow go

Despite the fact that the U.S. has had an ELD regulation in place for some time, and the mandate’s grandfather clause is about to expire this December, carriers are lagging when it comes to making the transition from automatic on-board recording devices (AOBRDs) to ELDs.

Starting this December, carriers relying on the legal use of AOBRDs will need to change over to ELDs, but according to Fabian Arroyo, senior manager of technical training for Omnitracs, only around 10% have made the switch.

“If we haven’t scared you enough, we’re going to scare you even more... you need to start thinking about transitioning today,” Arroyo urged a room full of session attendees, most of whom had not yet adopted ELDs.

Arroyo said depending on the size of a company’s fleet, changing to ELDs could take days, weeks, or even months to complete, and it is vital to have an immediate plan.

“It’s the process and the planning that is really going to be critical to



Geoff Wood.

how it all turns out,” he said. “This is not hard, but it is going to take time.”

The hardest part of making the adjustment to ELDs, according to Arroyo, is training drivers how to properly use the device.

The same requirement to transition from AOBRDs to ELDs will apply for Canadian carriers operating south of the border. **TN**



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Women in leadership roles remains low in trucking

By Derek Clouthier

DALLAS, TEXAS

Ellen Voie, president and CEO of Women in Trucking, says the most successful businesses embrace women in high-level executive roles. Citing several studies as evidence during the Omnitracs Outlook User Conference in Dallas Feb. 25, Voie pointed to the correlation between success from a business standpoint and for the women in those leadership roles.

“We need more women in leadership roles,” she said. “We need more women running these businesses.”

In the U.S., 10% of top executives at trucking companies are female, while 14% of board seats are occupied by women. S&P 500 companies are doing slightly better when it comes to women in leadership roles, with 26.5% in top executive roles, 21.2% holding seats on the board, but only 4.8% being CEOs.

Voie highlighted several challenges companies face when looking to bring more women into leadership positions, which are not limited to societal biases. First and foremost, Voie said many women are “power reluctant,” where their male counterparts push harder to get what they want in the workplace.

“Women often don’t want to push for more authority or responsibility,” Voie said, adding she was speaking in generalities.

Voie continued, saying women typically do not negotiate for higher salaries or benefits, and shy away from celebrating their accomplishments, underselling themselves. She also said women are usually more modest than men and are more concerned with being liked by others. Voie pointed to the genetic makeup of women versus men, saying estrogen encourages bonding and connection, while discouraging conflict and risk taking.

Even the way women and men approach problem solving differs. Citing the book *Why Women*, Voie said men tend to approach problem solving by narrowing the field of options and focusing in on the fastest solution. Women, on the other hand, expand the field of options and explore the best solution.

“Neither one is right or wrong,” said Voie. “It’s just a different approach to problem solving.”

If women are to become more successful in promoting themselves in the workplace, Voie said they need to be more positive, learn to handle criticism, savor positive moments, speak up, take credit, and accept praise.

“One of the things that is frustrating is when you give someone a compliment and they downplay it,” said Voie.

When selecting a place to work, altruism is an important factor for women.

“We want to have confidence that we are making our world a better place,” said Voie.

“Not that men don’t, but it’s a higher priority for women when looking for a career.”

Aside from what women can do better to improve the number of women in leadership roles, Voie said societal bias remains.

Voie pointed to the likeability study The Heidi-Howard Experiment from Harvard Business School. Using the case study of successful and outgoing entrepreneur Heidi Roizen, the same story was read by two groups, with one

changing Heidi’s name to Howard. Though the groups found both the male and female characters to be equally competent, Howard came across as more appealing, while Heidi was seen as selfish and not someone they would want to work for.

“We expect women to act a certain way, but then in a leadership role, they are expected to act differently, which leads to confusion,” said Voie.

The #MeToo movement has also had an impact on how men and women interact in the workplace.

Surveys reveal almost half of male managers are uncomfortable participating in common work activities with female colleagues, such as mentoring or even socializing.

Nearly 30% of male managers are not comfortable working alone with a woman, more than twice as many as prior to the #MeToo movement. Men in senior positions are 3.5 times more likely to hesitate to having dinner with a junior-level woman than a man, and five times more likely to hesitate to traveling for work with a junior-level woman compared to a male.

Voie said this trend is an unfortunate result of the #MeToo movement, and “it’s something we really need to address or at least be cognizant of.” **TN**



Ellen Voie.

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No spring fling

Warmer weather has its own set of hazards for commercial drivers



By Derek Clouthier

RICHMOND, BRITISH COLUMBIA

Many drivers may not think transitioning into spring driving is a big deal. After all, winter is when road conditions are at their worst, right? But in many areas, particularly in B.C., spring weather can be temperamental, with ideal road conditions one moment and a whiteout the next. Trina Pollard, manager of industry and labor services, transportation and occupational road safety for WorkSafeBC, said commercial drivers must be prepared to shift into winter again this spring.

“For a lot of drivers, winter is over by the end of March,” said Pollard. “In fact, winter road conditions can be found in plenty of places in B.C. after that. Many highways in our province, including mountain passes and rural routes in high snowfall areas, remain subject to the requirement for winter tires or chains until the end of April.” Pollard said regardless of the season, falling is the leading cause of truck driver injuries.

Statistics from WorkSafeBC reveal that 37% of fall injuries occur when drivers enter or exit the cab. Spring is also the time when road construction activity increases, and Pollard said drivers must remember to slow down in work zones. “Driver safety and the safety of workers in work zones near or alongside the road depends on drivers keeping control of their vehicles,” she said.

According to Pollard, commercial drivers near a vehicle with flashing amber, red, or blue lights must slow down to 70 km/hr if the posted speed limit is greater than 80 km/hr. They must also slow to 40 km/hr if the posted limit is less than 80 km/hr.

“In both situations, drivers should be prepared to move over and increase the space between their vehicle and the work zone,” she said, “if it’s safe to do so.” For Jimmy Sandhu, occupational health and safety and safety advisory services for SafetyDriven, winter tires, sunlight hours, flash

flooding, and driving behavior are areas commercial operators must focus on when transitioning into spring. Winter tires are often taken off too early, according to Sandhu. And flash flooding becomes a greater risk in spring. “As warmer weather approaches, there is a possibility of too much heat melting some recently fallen snow,” said Sandhu. “This could of course lead to flash flooding, which requires dispatch to keep an eye on weather reports and ensure staff is adequately prepared.” As for driver behavior, Sandhu said added sunlight hours means additional motorists. “With more drivers on the roadways, and some speeding more so than others, it’s important for truck drivers to be aware,” he said. “As a former truck driver, it’s important to be patient with other road users.”

Enforcement

With the onset of spring, there are several areas commercial vehicle enforcement officers look at when inspecting commercial vehicles. Devon Van Dellen, transport officer and Commercial Vehicle Safety Alliance instructor for the Commercial Vehicle Enforcement Branch in Alberta, said drivers should look for cracking on stress points of the vehicle due to ice melting off the frame. “Cold winters in the north take a toll on equipment and metal,” said Van Dellen. “Frame cracks are important to catch early, as failing to do so could have catastrophic results.” Drivers should inspect any components that were covered by snow or ice, such as suspensions and axles, even rims, which can get overlooked during winter months. Air brake systems should be looked at to ensure they are holding air and there is no damage from winter driving. “There are a lot of air system parts that are made from plastic and rubber and those components do not do well in our -40 temperatures,” said Van Dellen. “This, combined with anti-freezing agents (methyl hydrate) used by some drivers in air lines, can cause deterioration that may not be noticed until spring thaw.” Tire pressure should also be checked. Van Dellen points out. Improper inflation can lead to abnormal wear and blow outs while on the highway.

Softer road surfaces are another spring reality. “Drivers need to be aware of road bans on their routes as spring arrives,” said Van Dellen. “As well, if a driver does run into highway troubles and has to pull over to the shoulder, be aware shoulders are not as hard as they were in the winter and they could sink into softer shoulders and tip

over depending on what kind of unit they are operating.” Van Dellen reiterated Sandhu’s point about increased traffic once spring arrives. “Non-commercial roads users tend to drive faster in the nicer weather,” he said, “and they are impatient around the typically slower commercial traffic.” **TN**

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Power up

Electric trucks are all the rage, but now the focus turns to charging requirements

By James Menzies

INDIANAPOLIS, INDIANA

The falling cost of battery packs to less than US\$197 per kWh is the biggest driver of electrification in medium-duty truck applications. That was a message from Jim Castelaz, founder and chief technology officer of Motiv Power Systems, who was speaking about electrification at the Green Truck Summit in Indianapolis March 5.

Challenges to adoption remain, however, including range anxiety and a lack of charging infrastructure.

Castelaz said his company has focused on the medium-duty segment for just those reasons, since those vehicles usually operate in low-mileage duty cycles close to home.

Motiv uses BMW battery packs, because the scale in the passenger car market has brought battery prices down further than in the commercial vehicle segment.

“We use passenger car batteries. The power-to-weight ratio is lower, so we stress the batteries less than in passenger cars,” said Castelaz.

The goal is for battery prices to come down to the \$80-\$100 kWh range, which will make electrification viable for most medium-duty applications. But that doesn’t mean adoption will be simple.

“There are real challenges you need to think through when doing electric vehicle deployments,” said Castelaz. “But we are a lot further on than we were a couple years ago, and we have battery bank prices to thank for that and a more mature supply chain overall.”

Prices for other components, such as high-voltage connectors, have also come down in recent years thanks to the proliferation of electric vehicles. Motiv Power customers have found electric trucks to deliver tangible benefits. One, AmeriPride, has deployed nearly 30 electric trucks and is experiencing 95% uptime, an 85% reduction in operating costs, a 66% savings in maintenance, and 100% driver satisfaction. It has racked up 100,000 miles on its electric truck fleet.

The biggest challenge for the company, Castelaz acknowledged, was developing the charging infrastructure.

“We’re at an interesting inflection point now, driven by battery prices coming down. What’s going to be the critical path now for the industry is not battery packs,” he said.



Training is required for operators and technicians when converting to electric trucks.

Bill Combs, director, connected fleet with Penske Truck Leasing, said the leasing giant is working to get electric trucks into customer applications. Benefits include reduced air pollution, lower fuel and maintenance costs, and noise reductions. He said it will take the entire industry to discover and overcome all the challenges related to deployment.

“The opportunity is to test now with multiple fleets running multiple types of operations with multiple electric vehicle types,” Combs said.

In addition to the vehicle and the charging infrastructure, fleets must also understand the implications on: parts availability, service, range, payload, grants and incentives, and familiarity with electrical utilities. Education and training are required, even on the driver’s part.

“It takes a good chunk of our entire business to make sure we succeed at deploying electric vehicles,” Combs said.

Penske is currently testing Freightliner’s new eM2 Class 7 truck and will also deploy its eCascadia Class 8 once available. The company is in the process of installing charging infrastructure where those trucks will be deployed and it will work closely with Daimler Trucks North America to assess its performance.

Electric trucks, in addition to driving operating savings, are also a hit with drivers. Castelaz said drivers appreciate the lack of noise, vibration, smell, and heat.

“These guys spend eight hours a day in a truck,” he said. “It’s not a good working environment if it’s noisy and shaking.”



Penske is testing the Freightliner eM2 electric medium-duty truck.

He said one driver said driving an electric truck changed his life, as it eliminated the back pain he suffered from vibration.

While electric trucks generally weigh more than those with internal combustion engines, the weight penalty isn’t as severe as widely perceived, noted Mike Roeth, executive director of the North American Council for Freight Efficiency (NACFE). In a sleeper truck, about 7,800 lbs comes out of the truck before the electric powertrain is installed, namely in the form of fluids, the engine, aftertreatment, and all the brackets and tubing associated with them.

Charging infrastructure

With battery costs having come down and truck availability improving, Roeth said the main hurdle to electrification today is charging infrastructure. A recent white paper on the topic examined this issue and concluded return-to-base operations are the most practical to convert in the short term.

“This takes away a lot of the unknowns,” Roeth said at the Green Truck Summit. He also warned that fleets should expect installing charging infrastructure to take longer and cost more than expected.

Many types of chargers are available. Jonathan Ells, director, fleet sustainability with NYC

Fleet, outlined some of the chargers used in New York City. They range from tow-and-play solar chargers to outlets retrofitted into city light poles. As the municipal fleet adds heavier trucks to its electric vehicle roster, it will look to adopt a gas station-type model with fast level three charging to support bigger batteries.

Don Francis, executive director of Clean Cities Georgia, advised fleets to work with their local utilities before planning charging station installation. They will have useful advice, such as where to locate the chargers, and some may even offer to install the chargers at their cost and add a line to the fleet’s power bill so it becomes an operational expense rather than a capital expense.

“The usual conversation I have with a new fleet that’s looking at going to electrification is, ‘What is this going to do to my power bill?’ That’s the wrong question to ask. Where you are going to spend the money is on what it’s going to take to get power to the site,” Francis explained.

He also urged fleets to consider future requirements as they scale up.

But Paul Stith, director, strategy and innovation, transformative technology with Black & Veatch, noted utilities don’t understand fleets’ operational requirements, so some education will be necessary. **TN**



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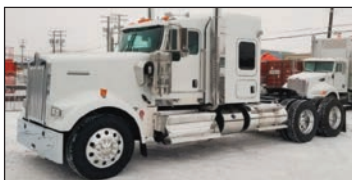
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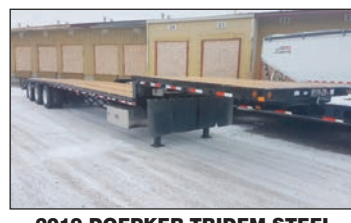
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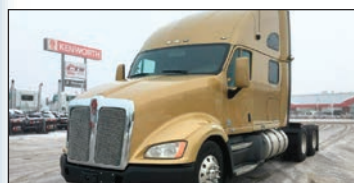


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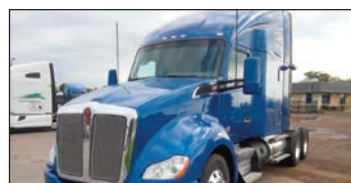
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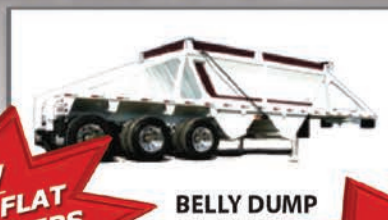
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AXLE: 20.0, REAR AXLE: RZ48, 265" WB.
STK #35709 -693666

2018 MACK CXU613
MACK MP8-505C, MDRIVE 12 SPD HD,
FRONT AXLE: 12.5, REAR AXLE: S440,
197" WB. **STK# 35719** -1017092



2018 MACK CXU613
MACK MP8-505C, MDRIVE 13 SPD, FRONT AXLE: 14.6,
REAR AXLE: RT46-160, 243" WB. **STK# 35751** -1029878



2018 MACK GU813 - LONDON 13M TRAILER MIXER
MACK MP7-425H, MDRIVE 13 SPD, FRONT AXLE: 14.6, REAR AXLE:
S402R, 186" WB., **STK# 35787** -1032753



**2018 MACK GU813
- 15' RENN BOX**
MACK MP8-505C,
MDRIVE 13 SPD.,
FRONT AXLE: 18.0,
REAR AXLE: S440, 211" WB.,
STK# 35783 -1029941



2018 MACK CHU614 - Winch Rig-Up!
MACK MP8-505C, MDRIVE 13 SPD,
FRONT AXLE: 14.6, REAR AXLE: RZ50-166,
265" WB. **STK # 35754** -1029880



2019 MACK GR64B - New Granite Model
MP8-505, MDRIVE 13 SPD,
FRONT AXLE: FXL18, REAR AXLE: S440,
213" WB. **STK# 35847** -1257945



**2019 MACK GR86B - BAY-LYNX
MULTICAT SPREADER**
MACK MP8-445C, MDRIVE 14 SPD, FRONT
AXLE: FXL20, REAR AXLE: RZ50-166,
265" WB. **STK# 35967** -1276879

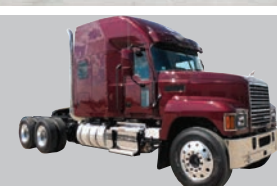


**2019 MACK AN64T
- New Anthem Model**
MACK MP9-445C, MDRIVE 12 SPD,
FRONT AXLE: FXL12, REAR AXLE: S38R,
209" WB. **STK# 35908** -1269044

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2019 Mack Pinnacle 64T HD D/C
MP8-505C Eng., mDRIVE-HD,
14.6/46 Axles, 213" W/B,
Holland 5th Wheel, Stk: 026858 -1270477



2019 Mack Pinnacle 64T 70"
MP8-505C Eng., mDRIVE-HD,
13.2/46 Axles, 243" W/B, 70" Stand
up sleeper, Stk: 026693 -1269361



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



2019 Mack 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



2018 Mack CHU613 48"
MP8-505C Eng., mDRIVE-HD, 12/46
Axles, Wet kit, Dump switches/wiring,
Stk: 023165 -1278048



2018 Mack CHU613 Grain Truck
MP8-415C Eng., mDRIVE, 14.6/40
Axles, 20' NeuStar grain box,
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CALGARY



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MANAGER'S SPECIAL

2011 FREIGHTLINER M2 106
CUMMINS ENG; ISC'07 260/2200, 260 HP, 5 SPD TRANS; AIR RIDE SUSP; 245" WHEELBASE, BLUE IN COLOR, 164,498 KMS, STK#624022. -1272654
CALGARY



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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



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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
CALGARY



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MANAGER'S SPECIAL

2014 FREIGHTLINER CASCADIA 125 HIGHWAY TRACTOR
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
CALGARY



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2013 HINO HINO 338 REFRIGERATED TRUCK

HINO ENG; J08E-VB*10 260/2500, 260 HP, 6 SPD TRANS; LEAF SPRINGS SUSP; 253" WHEELBASE, WHITE IN COLOR, 127,954 KMS, STK#503849. -1277455
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MANAGER'S SPECIAL

2012 FREIGHTLINER M2 106 REFRIGERATED TRUCK
CUMMINS ENG; ISC'10 8.3L 260/2200, 260 HP, 5 SPD TRANS; AIR RIDE SUSP; 270" WHEELBASE, WHITE IN COLOR, UNIT IS LOCATED IN RED DEER, 362,700 KMS, STK#473483. -1272430
CALGARY



\$33,832

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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2015 FREIGHTLINER 125 HIGHWAY TRACTOR
72" SLEEPER, CUMMINS ENG; ISX, 485 HP, 13 SPD TRANS; 12 & 40 AXLE(S), 3.90 RATIO, AIR RIDE SUSP; 230" WHEELBASE, 593,405 KMS, STK#341847. -1278077
VANCOUVER/SURREY



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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



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2015 VOLVO VNL64TRACTOR HIGHWAY TRACTOR
66" SLEEPER, VOLVO ENG; D13*13 455/1800, 455 HP, 12 SPD TRANS; AIR RIDE SUSP; 223" WHEELBASE, WHITE IN COLOR, 925,701 KMS, STK#306233. -1272832
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MANAGER'S SPECIAL

2010 FREIGHTLINER M2 106 STRAIGHT TRUCK (CAB AND CHASSIS)
CUMMINS ENG; ISC'07 330/2000, 330 HP, 10 SPD TRANS; AIR RIDE SUSP; 216" WHEELBASE, BLUE IN COLOR, 296,035 KMS, STK#617181. -1272168
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MANAGER'S SPECIAL

2013 INTERNATIONAL 4300 STRAIGHT TRUCK (CAB AND CHASSIS)
INTERNATIONAL ENG; MAXX*10 DT 230/2200, 230 HP, 5 SPD TRANS; AIR RIDE SUSP; 175" WHEELBASE, WHITE IN COLOR, 172,730 KMS, STK#493587. -1272836
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MANAGER'S SPECIAL

2010 FREIGHTLINER M2 106 STRAIGHT TRUCK W/VAN
CUMMINS ENG; ISB'07 200/2400, 200 HP, 5 SPD TRANS; LEAF SPRINGS SUSP; 276" WHEELBASE, WHITE IN COLOR, 205,128 KMS, STK#618956. -1272831
VANCOUVER/SURREY



\$36,250

2009 FREIGHTLINER M2 106 STRAIGHT TRUCK W/VAN
CUMMINS ENG; ISC 240/2200, 240 HP, 5 SPD TRANS; LEAF SPRINGS SUSP; 245" WHEELBASE, WHITE IN COLOR, 430,092 KMS, STK#457687. -1274569
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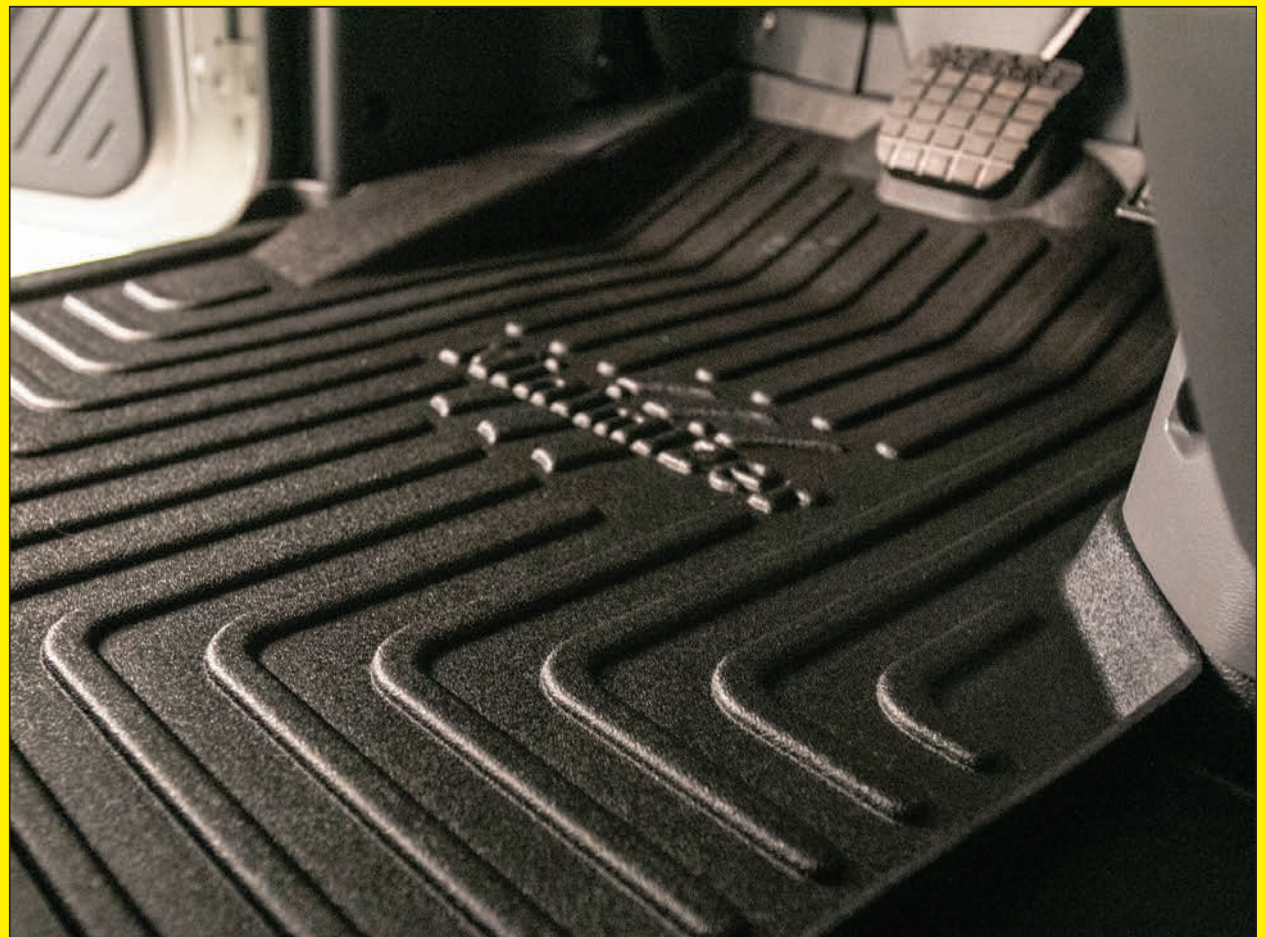
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DETROIT ENG; DD15, 10 SPD TRANS; 12 & 40 AXLE(S). -1278010
STK#Y19079



(12) 2012 INTERNATIONAL PROSTAR HIGHWAY TRACTORS
CUMMINS ENG; ISX, 450 HP, 10 SPD TRANS; 12,000 LB FRONT / 40,000 LB. REARS AXLE(S), AIR RIDE SUSP; 224" WHEELBASE, 22.5 TIRES, 12 UNITS 1,102,976 KMS. -1278531
STOCK#Y19034



2009 WESTERN STAR 4900FA HEAVY-HAUL TRACTOR
DETROIT ENG; DDEC 15, 500 HP, 13 SPD TRANS; 14,600 LB. FRONT & 40,000 LB. REAR AXLE(S), AIR RIDE SUSP; 230" WHEELBASE, 22.5 TIRES. 1,489,112 KMS. -1280077
STOCK#Y19020



(3) 2016 KENWORTH T680 HIGHWAY TRACTORS
CUMMINS ENG; ISX, 450 HP, AUTOMATIC TRANS; 12,000 LB FRONT / 40,000 LB. REARS AXLE(S), AIR RIDE SUSP; 236" WHEELBASE, 22.5 TIRES. 1,035,196 KMS. -1273809
STOCK#UY18278



2007 WESTERN STAR 4900 HIGHWAY TRACTOR
MERCEDES ENG; MBE4000, 450 HP, 12,000 LB FRONT / 40,000 LB. REARS AXLE(S), AIR RIDE SUSP; 244" WHEELBASE, 10 SPD, AUTO TRANS; 22.5 FRONT 80% REAR 40% TIRES, EXPEDITOR 1,446,122 KMS. -1277801
STOCK#Y19018



2005 KENWORTH W900 HIGHWAY TRACTOR
CATERPILLAR ENG; C15, 550 HP, 13 SPD TRANS; 12,000 LB FRONT / 40,000 LB. REARS AXLE(S), AIR RIDE SUSP; 244" WHEELBASE, 22.5 TIRES. SHOW TRUCK OCK293 KMS. -1281151
STK#CONS17012



(8) 2005 & 2007 FREIGHTLINER M2-106" REAR PACKER GARBAGE TRUCK
MERCEDES ENG; MBE906, ALLISON AUTO-MATIC TRANS; 250 HP, 18,000 FRONT & 40,000 REAR AXLE(S), WALKING BEAM SPRING SUSP; 260" WHEELBASE, 315/80R22.5 TIRES, 75 - 25 SPLIT REAR PACKER, DOUBLE FRAME. 143,603 KMS. -114352
STOCK#Y16090



2007 INTERNATIONAL 9900I HIGHWAY TRACTOR
CUMMINS ENG; ISX, 450 HP, 18 SPD TRANS; 12,000 LB. FRONT & 40,000 LB. REAR AXLE(S), AIR RIDE SUSP; 244" WHEELBASE, 22.5 TIRES, ALUMINUM WHEELS. 1,345,255 KMS. -1281152
STOCK#Y19108



2012 PETERBILT 337 EXPEDITE TRUCK
60" SLEEPER, PACCAR ENG; P6, 6 SPD TRANS; 12.3 & 23 AXLE(S), AIR RIDE SUSP; NEW DPF FILTER AND DOC. -1277804
STOCK#EXPEDITE



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DETROIT ENG; 365 HP, 15 SPD TRANS; 12,000 LB. FRONT & 40,000 LB. REAR AXLE(S), AIR RIDE SUSP; 232" WHEELBASE, 24.5 TIRES, 22 FOOT ROLL-OFF. 589,169 KMS. -1281156
STOCK#Y19074

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Alberta farm workers granted 2019 exemption from MELT

EDMONTON, ALBERTA

The Alberta government has extended the deadline for farm workers to comply with the province’s mandatory entry-level driver training (MELT) program.

Taking effect March 1, any commercial driver looking to obtain a Class 1 or 2 licence must do so through the MELT program. Drivers who obtained their Class 1 or 2 licence prior to Oct. 10, 2018 are exempt from the program.

After consultation with the agriculture industry, the provincial government said it granted the exemption to those in the sector “to avoid undue pressure on seeding and harvesting operations this year.”

The Alberta government still encourages farmers and farm workers to complete the MELT program before acquiring their Class 1 or 2 driver’s licence, but it will not be mandatory during the

2019 farming season.

Eligible farm workers will need to apply to Alberta Transportation for the MELT extension between March 15 and Nov. 30.

If approved, drivers will be authorized to take the pre-MELT knowledge and road tests for their Class 1, which must be obtained by Nov. 30.

Alberta’s MELT program includes 113 educational hours (not including air brake endorsement) for Class 1 licences, 40.5 of which are in-class, 15.5 in-yard, and 57 hours of practical training.

Aspiring Class 2 drivers will need to complete 50 hours of training through MELT, 18 being in the classroom, 10.6 in-yard, and 21.25 practical.

Costs for the MELT program are up to \$10,000 for Class 1 and up to \$5,000 for Class 2. **TN**

1M2E3D4I5A6N7S8U9T10S11T12C13L14A15D16D17E18R19S20M21N22K23O24R25G26Y27P28S29Y

3T4E5A6M7S8O9S10T11R12C13O14Y15O16T17A18R19D20R21I22L23E24A25S26E27O28R29M30M31E32G33R34P35U36S37H38E39R40S

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TRUCKWEST

Second largest load in Alberta history hits provincial highways

EDMONTON, ALBERTA

Mammoet Canada is at it again, moving historically large loads on Alberta’s highway system.

This time, the carrier transported a polypropylene reactor from Cessco Fabrication in Edmonton to Inter Pipeline’s Heartland Petrochemical complex in Strathcona County.


The load was the second largest to ever hit the province’s highway network – the largest happening

in early January when Mammoet moved a splinter weighing in at a whopping 820 tons and measuring 96 meters in length.

The total shipping weight of the reactor was 725,000kg. Measuring 48.5 meters long, the reactor was about half the length of a CFL football field.

Made out of carbon steel, the reactor converts propylene into polypropylene resin, which is then kneaded into pellets. **TN**

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Mark Dalton: Owner-Operator

By Edo Van Belkom

THE STORY SO FAR

Mother Load is in need of her annual safety inspection and while Mark is talking about that with another driver, a third man approaches and tells Mark he knows a mechanic who does inspections for \$500...

Mark went to see the man named Ralph the very next day. He didn't have much of a shop. In fact, it was just a single door garage that could fit just one tractor inside at a time. Next door to the shop was a used tire place and next to that was a sandwich shop.

Down the other way was a scrap metal dealer whose business seemed to overflow into the parking spaces beside and behind his shop. Mark was used to taking Mother Load to shops that had trucks lined up all the way around the building with six or eight bays operating all at the same time.

'Oh well,' Mark thought. 'Must be trying to get his business going and needs customers.' Why else would someone charge so little for such a labor-intensive and time-consuming job as a safety inspection?

Mark parked Mother Load in behind the shop near the large door and realized the place had no sign outside to tell people where it was. He had been going by the unit number and that was the only thing that hinted Mark was in the right place.

After knocking on the small door next to the large bay for a couple of minutes with no luck, Mark walked around the entire strip mall and doubled back until he found a unit that had a sign that read "Ralph's Truck Stop" over the door.

Mark went inside.

The front of the shop was pretty grimy, with a couple of old plastic chairs and a table that made for a makeshift waiting area. There was an ashtray on the table with several butts buried in a half-inch of ash. People still smoke inside? Mark wondered. There was an office off to the side and Mark assumed that was where Ralph would be, but the room was empty.

"Hello!" he called out and the word seemed to echo in the cavernous back part of the shop.

Were there even trucks inside? There were no sounds of air hammers banging, wrenches falling, no compressor humming...no sound of anybody actually doing any work. Mark couldn't help but think this was the quietest truck shop he'd even been inside.

He called out Ralph's name again and a man suddenly appeared from somewhere in the back.

Safety First

- Part 2 -



Illustration by Glenn McEvoy

"Yeah," the man said. "What do you want?"

Mark was a little put off by that because everything he'd seen so far – including the man's first words – seemed disconnected from the places he usually brought his truck to for repair. Still, he'd come this far. Why not give it a try?

"My name's Mark," he said. "What's yours?"

"They call me Ralph."

"Well, Ralph, a guy I know told me you do safety inspections."

Ralph nodded. "Yes, yes, how much did he tell you I charge?"

It was an odd question considering who set the price in this kind of interaction, but Mark went along with it. "He told me \$500."

"Right! Where is your truck?"

"Just in the back," Mark said throwing a thumb over his shoulder in the direction of the back of the shop. "But I can leave it overnight. See, I know it needs some work so I'm spending the night at a buddy's house watching the hockey game with friends, you know. So, you can take your time with it."

Mark smiled. "I want to make sure everything's right."

"Come back in an hour," Ralph said. "I'll have it ready then."

That was crazy. Mark knew the brakes were out of alignment and there were two tires that needed replacing, just for starters. And then there were probably a half dozen other things that likely needed to be fixed or replaced. No matter how well Mark maintained Mother Load, there were always problems at safety inspection time.

Mark wanted to make sure the man understood.

"Now, I know it needs a brake adjustment, and who knows what the pads and rotors look like, so you'll probably have to order those parts for sure. And the treads of two tires are right down to nothing and I don't want them replaced with any cheap tires, so you'll have to order those in, too. And it's been making some noises in idle, and the clutch could be a little tighter..."

Ralph didn't seem to be paying much attention to what Mark was saying.

But Mark kept on talking. "Like I said, I'm staying at a buddy's house tonight. I'll call you in the morning and come by in the afternoon. Okay."

"Today," Ralph said with a shrug.

"Tomorrow. No matter."

Mark was incredulous. How could anyone do an inspection so quickly, even if everything was brand new and working perfectly it would still take a couple hours to go through all the checks. "Do you even have the equipment to do the inspection?"

"I have another shop," he said, waving his hand dismissively in the air as if gesturing at some place that was miles away.

Ah, okay, Mark thought. That makes sense.

"Come tomorrow," Ralph said. "The truck will be ready for you."

"And how do you want me to pay?"

"Cash!" The word was out almost before Mark was able to finish his question.

Well, thought Mark...it was a deal and there's always a deal when transactions are made in cash.

"Okay, I'll see you then."

As Mark left the shop his ride was waiting for him. He got in the car said hello to his pal and almost immediately forgot about his truck. All he could do was look forward to a fun night with friends. **TN**

Mark Dalton returns next month in Part 3 of Safety First.

GAME CHANGERS

Mobil Delvac

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Climbing one step of the ladder at a time

By Derek Clouthier

SASKATOON, SASKATCHEWAN

There's a saying in the Punjabi language that says, "sarab saanijhi," which means "every employee is an owner and they work in the same way."

This is not only the motto of SST Trucking, but also where the Saskatoon, Sask.,-based carrier derived its name.

Raj Lail is the owner and general manager of SST Trucking. A former driver himself, Lail's approach to business is about looking at things from the driver's perspective.

"I was a trucker, I drove for about three years, and one thing I learned is what not to do with the drivers," said Lail. "One day I knew what I wanted to do differently than other people. I just love driving, it is my passion."

Lail attributes much of his success to his experience as a company driver and owner-operator. His understanding of what it is like to be a driver has helped Lail recognize what his customers expect from SST Trucking and what he can expect from his drivers.

"If I started a company from the other side, and I didn't know anything about being a driver, I think it would be really hard because you don't really understand what those guys are actually going through with their load or when the weather is bad...there are so many things," said Lail. "So I think for me it was really good going from one side to the other."

Lail launched SST Trucking in 2008 with one truck and a dream of being part of a company that operates like a family.

SST Trucking now boasts 20 company trucks and an additional 20-or-so owner-operators. The carrier runs b-trains and flatdecks all through Western Canada, and ventured into cross-border service about six months ago.



SST Trucking has a clear view of how it will grow in the coming years and who will make up its family of employees.

"It's a totally new experience for us, we just started and are still exploring it," Lail said of going into the U.S., adding that his company has been using ELDs right from the beginning.

Lail is a strong believer in the need to have the commercial driving profession recognized as a skilled trade, something he said will help attract more workers and boost pay for drivers.

"That's how I look at it so that everybody will get paid better," he said, believing the announcement of a MELT program in Saskatchewan, and nationally, will help the industry move toward that goal.

Lail also shies away from taking too much credit for SST Trucking's success.

"From the day we started to now, we take pride in our drivers and office staff," he said. "We are where we are with the help of all of them, it's a team effort. That's how we grow."

Drivers with SST Trucking are paid well, according to Lail, and this has helped the company avoid the perils of any significant shortage in operators.

"We didn't go into any panic mode," Lail said of the much-talked about driver shortage. "We are a family-oriented company and all of our drivers will tell me anything. Also, our wages are above average. We've had driver shortages, but never got into a panic mode."

Many of SST Trucking's drivers come from the South Asian community, like Lail, who immigrated to Canada from Northern India in 2006.

Lail said there are two main reasons why those from the South Asian community, particularly Northern India, flock to the trucking industry.

A sense of connection to the industry is one. Driving tractors is a common vocation in Lail's native land, and those who work in the industry take great pride in what they do.

"They draw that comparison and there is a connection," said Lail.

The other reason for the high number of South Asians in trucking is the desire to live a good life, something Lail said is possible for those who work hard.

"The community will always go behind the guys who are successful," he said. "And there are so

many guys who are successful in trucking who are from Northern India, so guys want to follow that."

Lail sees SST Trucking continuing to grow in the coming years, but doing so at the right pace.

"We still want to grow, but just want to climb one step of the ladder at a time," he said. "I don't want to just jump four steps then have to take a step back."

Lail also knows the importance of having the right people join the SST Trucking team.

"We choose guys who want to be part of our company and who are hard-working, want to make good money, and are team players," said Lail. "We want to work as a family." **TN**



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