



REPORT ON Transportation

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GO WEST, YOUNG MAN (AND WOMAN)!

U.S. President Obama's decision last November to kill the Keystone XL pipeline project, which would have brought crude oil from Alberta to Nebraska, dealt a major blow to the province's economy.

To make matters worse, the Northern Gateway project, which involves a twin pipeline system running from near Edmonton to a new marine terminal in Kitimat, B.C., to export petroleum, is now in limbo, stymied indefinitely. Newly constructed LNG plants sit idle like ghost ships, awaiting a pipeline permit that may never come.

There is, however, light at the end of the (pipe)line.

The Energy East pipeline, slated to carry crude oil from Alberta to New Brunswick, is still in the works (although Quebec's recent request for an injunction to force a provincial environmental assessment may cause a temporary delay).

And the first three phases of the Keystone pipeline project – transporting oil from Alberta to Illinois, Oklahoma, and the Gulf Coast, respectively – are already in operation. The Keystone XL was to have been the fourth phase. ... *continued on page 2*

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to battle diabetes

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Cover

GO WEST, YOUNG MAN (AND WOMAN)!

....continued from the cover



**TO PLAN
YOUR TRIP**

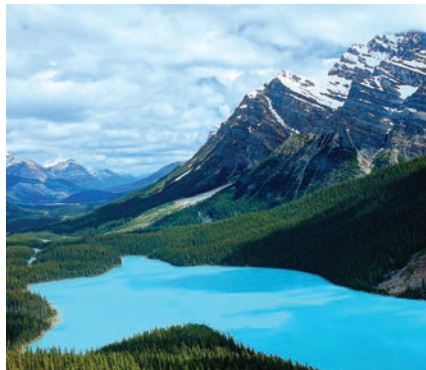
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But there is so much more to Alberta and British Columbia than oil and gas. Canadians who have not visited either of these provinces are missing out on a unique travel experience. And there is no better time to seize the opportunity. Our weak dollar makes it much more practical for Canadians to vacation in our own country, while giving a much-needed boost to the economy of our western neighbours.

There is no shortage of things to see and do in both Alberta and B.C., whatever your interests may be. Alberta, of course, is blessed with the breathtaking scenery of the Rocky Mountains. Tourists can hike the picturesque trails, fish the province's thousands of pristine lakes and rivers, tee it up at some of the world's best golf courses, attend a genuine western rodeo, take a rejuvenating dip in the hot springs – the list is endless. Winter brings another host of activities – skiing, snowshoeing, and maybe even a trip to Edmonton to watch the Oilers' Connor McDavid work his stickhandling magic. And if you haven't driven the Icefield Parkway to the Columbia Icefield, stopping along the way to marvel at the emerald green water of Lake Louise, and the brilliant turquoise of Peyto Lake in Banff National Park (keep an eye out for wildlife!), you are in for a rare treat.

British Columbia, too, boasts countless spectacular sights. The city of Vancouver, with its panoramic vistas of the Coast Mountains, has so much to offer. Walk or cycle the Stanley Park seawall, browse the Granville Island Market, or even board a cruise to any of a number of exciting destinations. In the charming capital of Victoria, indulge in afternoon tea at the historic Empress Hotel and stroll through Butchart Gardens, a National Historic Site. Visit the wineries of the Okanagan Valley, and the Haida Gwaii islands steeped in the ancient culture of the Haida First Nations. Golf, hike, bike, or ski at the year-round resort of Whistler, along the stunning Sea-to-Sky Highway. And all that is just for starters.

So when you're planning your next vacation, take a cue from 19th-century author Horace Greeley and "Go West, Young Man." And bring your family and friends too!



Peyto Lake in Banff National Park, Alberta.



Stanley Park Seawall in Vancouver.

ASK WHAT YOU CAN DO FOR YOUR COUNTRY



In 1960, in his inaugural address, John Fitzgerald Kennedy (JFK) uttered these memorable words: “Ask not what your country can do for you; ask what you can do for your country.” The baby-boom generation, such as my brother, myself and millions of Canadians and Americans, were jolted into a “maybe we can make a difference” mindset that saw a revolution of change in the decade that followed, the likes of which had never been witnessed before in modern history.

Marches, protests, and organized civil disobedience not only hastened the end of the Vietnam War, but also drove incredible changes in civil rights legislation (drafted by JFK and brought into law by Lyndon Johnson), women’s rights, the sexual revolution, and so much more.

The ’60s and early ’70s was an exciting time to be a teenager, with the feeling and then the knowledge that we had a voice and could make a difference. In addition, the economy was growing in leaps and bounds. Part-time and summer jobs were available for students who wanted money in their jeans; cigarettes and gasoline were cheap; Detroit was making muscle cars; the new radio stations played our music; Mom was at home; Dad was at work; there were two cars in the driveway; and Mom even started to wear slacks.

The baby boomers, recognizing they were making a difference, voted, became politicians, joined the Peace Corps, and thought that working for the government or government agencies was sexy, fun – a way to see the world while making Canada, the U.S., and the rest of the world a better place.

Fast forward 50 years, and ask members of Generation X or Generation Y if they vote, can make a difference, or even know who JFK is and what he said in 1960, and the answer more often than not will be “no.” They will, however, know that this country is run more by special-interest groups, unions, and active minorities that vote as a block for the party that will give them what they want. In Canada today, there is not a single province, territory, or the federal government that is governed by a fiscally responsible Conservative party. And why is this happening?

Putting aside the poorly managed campaigns of the Conservatives in Ontario and the mediocre strategy of the federal Conservatives, the answer is quite simple. Special interests, new Canadians, and union members vote for the party with the reverse logic of the JFK era, with the slogan: “I really prefer to do the minimum, and what can you give me if I vote for you?”

In the last federal election, Trudeau’s Liberals garnered millions of votes from the “middle class,” based on a tax cut of 1.5 per cent (\$675 per individual) while increasing the taxes on higher-income Canadians. **Translation:** Let’s punish those who have succeeded at a higher rate so others get something for nothing.

The Liberals promised to run huge deficits based on the federal government spending billions on infrastructure improvements. **Translation:** We’ll make sure all the contracts are given to card-carrying union companies so that each project creates a guaranteed long completion date at a much higher than required expense. Think Toronto District School Board and \$350 for the mounting of a pencil sharpener.

The Liberals promised to accept 25,000 Syrians by Christmas (a broken promise) and increase “family reunification.” **Translation:** Bring Grandma, Grandpa, and lots of other relatives who will give nothing to this country for the rest of their lives, cost us billions in healthcare and other social programs, but win more seats for the Liberals in the suburbs of the GTA, Vancouver, Montreal, and other areas that attract new Canadians.

So 50-plus years after the tragic assassination of JFK and the daily passing of so many baby boomers, we have settled into the next Canadian phase of “What’s in it for me?”

I would truly like to run for office in this country, and I would start every meeting or speech quoting from JFK’s inaugural address. I would ask all of those present to make Canada a better country, knowing that they were not supporting me because of the gains they would receive personally if I was elected. I would tell people there are no more free lunches, no more OHIP frauds, and



no more government spending that isn’t sensible, productive, efficient, and in the best interest of Canada. I would tell them we need a strong military, we need to support the United Nations, we need to be peacekeepers, and we need to wipe out ISIS with every resource we have available. I would tell them that new Canadians need to assimilate, and that all of us need to help those who are less fortunate – not lazy, but less fortunate. I would

tell them that their taxes wouldn’t go down right now, but that all Canadians would be taxed fairly with a flat-tax system that eliminates loopholes for the wealthy and encourages Canadians to work harder, make more money, and pay taxes that are fair and consistent across the board. I would tell all suppliers to the government that their services must be at the best prices and/or quality, consistent with the standards that businesses across this great land employ every day, and I would ask them to do something personally with their time, energy, and resources to again make this country vibrant, exciting, and a world leader.

It is at this point in my remarks that I would probably look up and realize that the room was empty, except for my poor wife, kids, and maybe a few of you.

I guess my vision of what Canada should be for this century is unrealistic – but then again, the wave in the U.S. for reform may become infectious to Canadians, just as it was in 1960 when JFK’s words inspired a nation ready for change.

— By Alan Boughton, President, Trailcon Leasing Inc.

Trailcon staff dig deep to battle

Diabetes



The late Jodii Sandberg-Wheler and her son.

Every year, **Trailcon Leasing** staff raise money through various raffles. At the end of the year, we donate all proceeds to a different charity selected by the staff, usually one that is close to our hearts.

Our 2015 proceeds went to the **Canadian Diabetes Foundation**. I have to admit that I didn't know a lot about diabetes, and I certainly didn't know just how serious the disease could be until late August 2010. My friend of almost 25 years, Jodii Sandberg-Wheler, went into a diabetic coma after going into a sugar low (hypoglycemia), just nine days before her only son was scheduled to start kindergarten. For more than four years, she remained in continuous care at Oakville-Trafalgar Memorial Hospital until she passed away in January 2015, one month before her 43rd birthday.

Jodii was a larger-than-life personality who always had a big smile on her face. I met Jodii when we were teenagers, and I remember her telling me she had type 1 diabetes and basically downplayed it as, "sometimes my sugar is high and I have to give myself a needle; sometimes it's low and I have to eat/drink something with sugar – no biggie." Unfortunately, that was a really simplified explanation of a disease that can take a horrible toll on a person. Diabetes-related complications can be very serious and even life-threatening. Having high blood sugar can cause complications like chronic kidney disease, foot problems, lower limb (leg, foot, toe) amputation, eye disease that can lead to blindness, heart attack, stroke, and nerve damage.

Since 2010, Jodii's childhood friend Joanne Dixon has put together various fundraising events in Jodii's honour, and through them, she has raised more than \$20,000 to send kids with diabetes to summer camp.

— By Kim Cyopeak, Executive Assistant & Sales Coordinator, Trailcon Leasing Inc.

Leanne's story

When I was 13 years old, my family and I were blindsided when I was diagnosed with type 1 diabetes. Being ignorant of most illnesses, I had no idea just how complex the disease was and how my life would be changed forever. Mentally, I had to grow up quickly – I had to plan out my entire day from the moment I woke up to the moment I went to bed. I was on a strict eating schedule (every four hours, even if I wasn't hungry, until I went to sleep), limiting the amount of carbohydrates (which the insulin breaks down into sugar and stores in our cells for later use) I consumed in a single meal.

If it wasn't for the wonderful doctors and nurses at the Diabetes Management Centre for Juvenile Diabetes in Mississauga, I'm not sure my family and I would have been able to cope. When my Mom and I met with the Diabetes Team for the first time, I was scared to hear what they had to say. Naturally, we had lots of questions, but for me, there was one that would be the deciding factor of how I would handle this disease. Can I still play hockey? Thankfully, the answer was "yes," and I was told the more exercise, the better!

I'm now 27 and using an insulin pump instead of injecting multiple times a day. The pump provides me with a constant flow of insulin, peaking at various times that have been set by my healthcare team. I'm no longer on a strict eating schedule or diet because of the pump, which allows me to eat at whatever time I desire. I still have to monitor my glucose level manually (the pump does not check it for me, although there are pumps available that can), but I feel more comfortable and at ease with the pump than I ever did before.

And yes, I still play hockey!



Leanne Wilkes is service call coordinator at Trailcon Leasing Inc.

ROSENAU TRANSPORT LTD.



In for the **LONG HAUL**

Whatever customers in the four Western provinces need shipped, **Rosenau Transport** is up to the job.

“There isn’t one industry that we will not try and service,” says Ken Rosenau, director of operations and grandson of the founder.

It wasn’t always that way. “We were never going to go any bigger than Calgary,” chuckles his father Carl, who has been president of the family-run business since 1988. Despite that declaration, Rosenau Transport is now one of the largest regional carriers in Western Canada, with 24 terminals and 760 employees. Most recently, it opened a terminal in Winnipeg, which Carl calls “the last piece of the puzzle to be able to service our customers in Western Canada.”

Founded in Calgary in 1957 by Gus and Colleen Rosenau, with a single half-tonne truck, the carrier has remained a family business through three generations – and counting. Although Gus and Colleen have passed away, the company lives on through their progeny. All of their seven children worked in the business; two of them – Carl and his brother Tim, terminal manager in Saskatoon – still do. They are joined by several members of the third generation, who work in various capacities.

Rosenau Transport has succeeded where many other family-owned businesses did not because family members have had to prove themselves by working their way through the ranks. “As you grow throughout the organization, you work at all different areas,” explains Ken, “starting on the docks.” Prior to his current position, he also worked as a driver, clerk, and sales rep.

In fact, at the ripe age of eight, he went into work with his dad on Saturdays and did chores like sweeping the warehouse and washing the trucks.

While Carl admits it’s not easy “stickhandling your way around and trying to keep everyone happy, we’re all in it for the long haul, and there’s no such thing as ‘I.’ It’s all about the team and the customers that we service. If you can’t do it in-house, you’re sure not going to be able to do it outside that house. So we’ve all had that instilled in us.”

Being a regional carrier has unique challenges, as the Alberta market continues to reel from the economic downturn. “It’s tough out there,” says Carl. “You just have to find new efficiencies and new ways of doing things, and when we come out of it, we’re going to be a better company because of it.”

Rosenau Transport has been a customer of **Trailcon Leasing** since that company opened its Edmonton office in 2008. It leases trailers, flat decks and chassis from Trailcon, as well as contracts with the company for maintenance in Edmonton and Calgary. “We deal with a lot of big-name companies, and yet it still comes down to the nuts and bolts – who’s the guy you deal with,” says Carl, in reference to Dave Ambrock, Trailcon’s regional manager, Western Canada, who initiated the mutually beneficial partnership.



“At Rosenau, we look for good partners,” adds Ken. “What I like to say is surround yourself with good people – including our employees; it makes you look way better.”

The company is already grooming its fourth generation of Rosenaus; the seven-year-old Calgary resident “is the chief recycler at the head office,” laughs Ken. “We’re putting him to work already!”

CONTROLLING

corrosion – and maintenance costs

— By Mark Irwin

Those of us in the trucking industry know how important it is to keep our assets in good condition, so they can operate as long and as efficiently as possible. While we can't halt the ravages of time – hastened along by road salts in the winter and caustic dust suppressants in the summer – we *can* slow down non-predictable maintenance caused by corrosion.

The solution starts right at the acquisition phase of equipment. If the buyer's team does the necessary research at the outset, it can project with reasonable accuracy the cost of the equipment through the ownership and disposal stages. A thorough investigation requires input into equipment specifications from many departments – safety, sales, operations, fuel, finance, and maintenance – as well as the drivers themselves. In many cases, the sales team alone conducts the purchasing of equipment, with no understanding of all the issues involved in the cost of ownership and often not privy to data concerning such factors as longevity.

Once the research has been completed, a Pilot Review Process provides an opportunity for the manufacturer to present its understanding of the request to build, and for the customer to confirm its expectations prior to mass production. Traditionally, one unit is built beforehand to ensure the satisfaction of both parties. At Bison Transport, we attend these reviews and invite all major component suppliers – brakes, engine, suspension, reefers, etc. – to participate in the process. We also include an experienced driver and a technician in these meetings. After all, there is nothing worse than having a large new order entered into the fleet with problems that could have been corrected at the factory, but that now need to be dealt with at the maintenance facility.

Longer-lasting ownership

Once the equipment is in use, a number of new factors need to be considered, including reliability/up time, driver satisfaction, life cycle, and fuel savings. While maintenance during the period of ownership is very predictable, the effects of time – and hence corrosion – are not.

Trailer specifications currently work under the presumption of a 10-year life cycle. Pushing beyond this to a 15-year life cycle is not customary but it is possible, if you challenge the manufacturer to break tradition.

For example, to limit corrosion, we asked the manufacturer to galvanize all cross-sections, upper coupler plates, rear-door frames, and sub-assemblies. While many of the mainstream manufacturers declined to do so, we found others that were more flexible and willing to meet our changing needs. We also increased our protection between two dissimilar metals from 3mm to 10mm Mylar. Corrosion is now under control, and cosmetically, the trailers are exceeding expectations. These newer-designed trailers are now in their

fifth year, with no corrosion and some of the lowest maintenance costs, and are on schedule to meet the targeted 15-year life cycle.

Additionally, warranties on all major components need to be reviewed by the fleet maintenance and purchasing departments. Having an extended warranty plan in place will prevent uncontrolled spend on maintenance costs.

Maintenance practices need to be designed to match the expected life cycle of the equipment. A program that specifies the frequency of preventative maintenance will improve reliability.

Gone are the days when management can use gut feel for acquisition and even maintenance practices; in today's competitive environment, everything – even the style of the trailer or truck, and regardless of loyalty to the manufacturer – needs to be grounded in solid data.

Mark Irwin is director of maintenance, eastern region, for Bison Transport. He has introduced many innovative concepts into the transportation industry. Among his achievements is the development of best practices to optimize the life cycle of equipment, including pioneering the trailer spec from a 10-year to a 15-year active life cycle.

Unwind with Retract-A-Strap

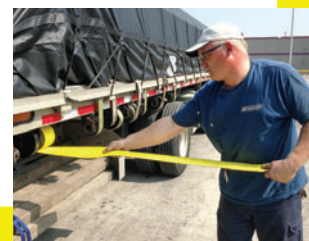
Anyone who has used a winch and strap can use **Retract-A-Strap** – no training required.

Retract-A-Strap is the first recoiling winch strap for flatbed trailers and truck bodies. Estimated to save a minimum of \$7,200 per driver per year, Retract-A-Strap pays for itself, and is a tax write-off too.

Built with drivers' needs in mind, the device reduces injuries to shoulders, arms, and wrists from repetitive winding of strap – it simply winds itself.

No matter what the weather, drivers will be back in their cab in five minutes, ready for the next job.

For more information, visit www.retract-a-strap.com;
e-mail: kevin@retract-a-strap.com; call or text 416-986-1124.



INTERMODAL STAYS STRONG

for Canadian railroads



Photo Credit: CN

For the week ended February 27 of this year, Canadian intermodal units totalled 61,320, up 8.8 per cent compared with the same week in 2015, according to the Association of American Railroads. For the first eight weeks of 2016, intermodal units totalled 479,176, up 4.3 per cent from the same period a year earlier.

Intermodal was one of the bright spots in a mostly gloomy picture for Canadian railroads, as total traffic fell 3.5 per cent year to date versus 2015.

High container volumes help West Coast ports remain buoyant

Record volumes in the container sector, among others, helped Port Metro Vancouver (PMV) and Port of Prince Rupert weather the economic downturn in 2015.

At PMV, cargo shipped in containers continued to show substantial growth due to increased trade with Asia, with a five-per-cent jump to a record 3.1 million TEUs (20-foot-equivalent units) – up 4.9 per cent over 2014.

September 2015 saw the second-highest

monthly volume of inbound TEUs on record, surpassed only by the monthly record set in July 2014 when shippers were diverting cargo from the U.S. west coast because of a labour dispute.

Similarly, a 26-per-cent surge in container volumes helped stabilize overall 2015 results at Port of Prince Rupert in the wake of declining coal volumes and international commodity markets.

A total of 776,000 TEUs moved through the Port's Fairview Container Terminal; additional capacity of 500,000 TEUs is on schedule for completion in 2017.

However, with the economy in China in

CN reports solid results for 2015

Despite a decline of two per cent in carloadings, CN reported net income of \$3.5 billion for 2015 – an increase of 12 per cent. Operating ratio also improved, by 3.7 points to 58.2 per cent. Revenues from intermodal grew by five per cent, prompting president and CEO Claude Mongeau to cite “solid overseas intermodal demand” as one of the factors contributing to the railway's four-per-cent rise in total revenues to \$12.6 billion.

decline, the manufacturing heartland of Asia is moving west into Vietnam, Cambodia, and even India. That poses a risk to the Port, as shippers may find it faster and more economical to go through the Suez Canal to the east coast of North America, noted Don Krusel, president and CEO of the Prince Rupert Port Authority, in an address to the local Chamber of Commerce last November. Prince Rupert's competitive advantage – its proximity to China – “is shrinking and narrowing,” he warned, “and we have to stay on top of things and try to continue to move ahead.”

In fact, representatives of the Port of Sydney, Nova Scotia, touted the Novaport container port and transshipment hub proposed for the Port at the recent Suez Canal Global Conference. Port of Sydney CEO Marlene Usher told delegates that, when completed, Novaport would be the most modern, efficient, lowest-cost port in North America.

Dr. Hazem Ghonima of TAF consultants, a keynote speaker at the Conference, highlighted the strategic opportunities for Sydney's Novaport to partner with the Suez Canal Authority to offer global shippers a competitive route from Asia to North America via Europe.

The Magic of Mauritius: Heartfelt Homecoming

By Xavier Leveque

In 1984, when I was barely a teenager, I left my island home of Mauritius with my brother, father, and stepmother. We were bound for Canada, where we would settle and create a new life among extended family who had made the trans-global journey before us. I was enrolled in school, and began the process of adapting to the Canadian way of life and discovering all of the wonderful opportunities this beautiful country offers. Before I knew it, more than three decades had passed, and I had grown from a young boy to a husband and father of three. Finally, in the summer of 2015, after many months of planning and building excitement, my family and I boarded a plane in Toronto. Twenty-four hours later, we found ourselves in Mauritius. I had returned to my home for the first time in 31 years!

Don't feel badly if you haven't heard of Mauritius before; many people haven't. As a relatively small, inconspicuous island sitting in the Indian Ocean off the eastern coast of Madagascar, it often goes unnoticed. Although I discovered that many things had changed since leaving in the mid-1980s, I am happy to say that its relative anonymity has allowed Mauritius to preserve its authentic culture and not fall prey to the tourist-trap transformation that has afflicted so many other islands. Instead, the cultural and ethnic diversity of the island has continued to thrive and evolve to foster the unique community that inhabits the beautiful rock today.

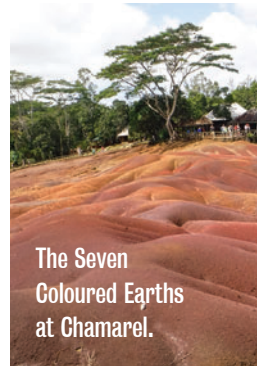
My wife Veronica, children Xavier, Shannon, and Jadzia, my son's fiancée Jessica, and I spent two weeks in a stunning ground-floor beach-front villa on the southwest coast in Tamarin. While the amenities were an oasis of sorts in themselves, we didn't spend too much time lazing around, as Mauritius offers a rich bounty of picturesque coastlines, engaging and family-friendly parks, and fantastic food for all to enjoy. Even though the family rose at dawn nearly every morning to take as much advantage of the island as possible, two weeks were scarcely enough. The adventuring aside, the most important part of this trip was the fact that I was reunited



The view from Le Chamarel restaurant.



Xavier Leveque with his wife Veronica.



The Seven Coloured Earths at Chamarel.



PLANNING A
TRIP?
VISIT

www.mauritius.net

with my mother, brothers, and sisters after being apart for far too long. This was the first time that my children would meet their grandmother, aunts, and uncles (most of whom had travelled all the way from Australia to see us).

By far the best decision we made on this trip was renting a van big enough to carry the whole family.

Since Mauritius is quite a small island, all the beaches, islets, and parks we wanted to visit were within reasonable driving distance. We set out on many day trips to enjoy the natural beauty and scenic landscapes, and were always able to find cheap and delicious local food wherever we went, whether it was a family-run dhol puri (a type of flatbread wrap, stuffed with various fillings) stand, a food truck selling noodles and fried rice, freshly peeled baby pineapples, or fish stands that sold the catch of the day.

The destination that my daughters were most excited about was the La Vanille Réserve des Mascareignes. This is a nature park that features crocodiles, fruit bats, monkeys, mongooses, and the Aldabra Giant Tortoises. Family-friendly and extremely walkable, the park featured a restaurant where you could try some crocodile-based dishes if you were so inclined. Our family most enjoyed seeing the fruit bats up close, and the large enclosure that



Like a fish in water.



Veronica poses with an Aldabra Giant Tortoise.



The beautiful and uninhabited Ile Aux Bénitiers.

housed some 200 tortoises, where guests could walk among the beautiful reptiles. My youngest daughter was even able to sit on the back of the oldest tortoise, named Domino, who stretched up to well over five feet and was reportedly more than 100 years old.

The village of Chamarel was another beautiful destination we visited. The Seven Coloured Earths and Chamarel Falls made for a wonderful afternoon. We were also able to enjoy some hand-pressed sugar-cane juice and a great lunch at Le Chamarel restaurant, which is perched on the mountainside and affords a spectacular view of the coastline below.

Souillac is a village on the southernmost point of the island, and is home to the amazing Gris Gris beach. While the other smaller beaches on the island are great places to soak up some sun amongst the locals and other vacationers, the Gris Gris area is more untouched. When standing on the astounding cliffs, all you can hear is the monstrous sea crashing against the rock face below, as this part of the island has no coral reefs to slow down the waves as they tumble ashore. There were some beaches where the kids collected all sorts of sea shells, coral fragments, and urchin exoskeletons. Getting away from the busy streets, shops, and houses, and submersing ourselves in the raw nature made for a great day trip.

Another highlight was a half-day trip to Ile Aux Bénitiers, which

we booked with the owner of the beach house where we were staying. He picked us up bright and early one morning, first to go dolphin watching (and we did see plenty of wild dolphins!), and then out to the beautiful uninhabited island. There are no buildings on this little island – only rustic picnic setups built from raw logs, tarp, and sheet metal. The only other structures are the barbecues, where our host grilled up a fantastic lunch for us. When one envisions a typical beautiful tropical island, they are probably picturing Ile Aux Bénitiers. The filao trees were a vivid green, the beaches pristine, and the water warm and crystalline blue.

Yet another half-day trip was to the gorgeous Ile Aux Cerfs. This small cluster of islands is a little more developed, with restaurants, small shops, and (thankfully) bathrooms. We had a lot of fun wading in the shallow waters of the idyllic beaches, hunting for shells, avoiding urchins, and discovering several colourful starfish. This trip included lunch at a casual beachside restaurant, where we enjoyed live musical entertainment.

These are just a small sampling of the many beautiful destinations we visited during our short time in Mauritius. Between day trips to far-off beaches and parks, we enjoyed exploring the neighborhood where our beach house was situated. We frequently visited with my family, and had a great time talking about our lives back home and future plans to visit Australia, where most of my siblings live today. While two weeks were not nearly enough to discover all Mauritius has to offer, it was nevertheless a holiday of a lifetime. At the end of it all, my family and I returned home well-rested, happy, and very tanned.

— Xavier Leveque is controller at Trailcon Leasing Inc.

Facts and figures

- Bill McCormack, former chief of police of the Metro Toronto Police (1989 to 1995), was born in Mauritius.
- The extinct dodo bird was endemic to Mauritius.
- The Phoenicians probably visited the island about 2,000 years ago. The Dutch were the first to settle the island, from 1598-1712. They introduced sugar cane, and named the island Mauritius after the governor Maurice de Nassau. The island was then occupied by the French (1715-1810), and was ceded to Great Britain through the Treaty of Paris in 1814. It became independent in 1968.
- The population of approximately 1.3 million comprises Hindus, Creole, Chinese, Muslims, and Europeans.
- Creole and French are the main languages in the everyday environment, but most Mauritians also speak fluent English.
- The Mauritian economy is based on four sectors: textile, tourism, sugar, and services.



MANAC

celebrates 50 years of service

Trailer manufacturer **Manac Inc.** is gearing up to celebrate its 50th birthday in grand style.

In 1966, founder Marcel Dutil built the company's first semitrailer in his backyard barn. During its first year of operation, Manac produced 11 semitrailers; it now employs more than 1,200 people, boasts four manufacturing plants in Canada and the U.S., and distributes its products across North America. Marcel's son Charles is currently president and CEO of the family-run enterprise.

In honour of the occasion, Manac has coined the slogan "Transporting you further with our expertise," which pays tribute to all the employees, clients and business partners who have ensured the company's success and will continue to do so in the coming years. Various activities planned at each of the plants will trace back Manac's history and celebrate its entrepreneurial spirit and leadership.

Cargo theft reporting program launches in Western Canada

The Insurance Bureau of Canada (IBC), in conjunction with law enforcement and provincial trucking associations in British Columbia, Alberta, Saskatchewan and Manitoba, is extending the highly successful cargo theft reporting program currently operating in Eastern Canada to the four western provinces.

According to the Canadian Trucking Alliance (CTA), the rapidly escalating crime of cargo theft is costing Canadians up to \$5 billion a year. "We need to address the growing problem of cargo theft in this region," says Dan Duckering, chairman of the board of directors, Alberta Motor Transport Association. "It is a major issue

across Canada, affecting our economy, local businesses, our livelihood, and local trucking companies. Truck transportation is the number one method of moving goods across Western Canada, and it is imperative that we collaborate as a team and develop strategies to solve this problem."

The Cargo Theft Initiative began as a pilot reporting project in 2011 in Ontario and Quebec. Working with CTA and member companies, IBC collected, analyzed and shared cargo loss information with law enforcement agencies. That led to several recoveries of stolen trailers and consumer goods.

The new national database, available to all insurance companies and members of all provincial trucking associations across Canada, is accessible 24/7 to law enforcement agencies.

AMTA to offer online health, safety courses

The Alberta Motor Transport Association (AMTA) has formed a partnership with BIS Training Solutions for the delivery of online workplace health, safety, and high-risk-activities training courses.

The agreement allows AMTA to offer more than 200 training courses, and provides for most of the certifications and programs that the industry requires. Under the new arrangement, AMTA's expert trainers will deliver classroom courses that require industry-specific expertise, while online training courses will be offered through the BIS Training Solutions network. AMTA's subject-matter experts will work with BIS to develop future industry-specific online training courses.

This addition to AMTA's training repertoire follows its driver simulator training, introduced in 2015.

College offers new apprenticeship option

Students considering a career in the heavy truck/coach, heavy-duty equipment, and automotive trades have a new option to get into the field that combines classroom instruction with hands-on training in the workplace.

Toronto-based Centennial College's Automotive, Truck/Coach and Heavy-Duty Motive Power Technician diplomas now offer equivalency for levels 1 and 2 apprenticeship in-school training as part of the programs. That means students can complete their in-class training requirements at the College before they go out in search of an employer to sponsor them in the workplace.

Therefore, when students graduate from their two-year programs, they can immediately sign an agreement with an employer and register as an apprentice; employers do not have to accommodate students' return to college for some time, although apprentices will go back for eight weeks to get their level 3 training after working for two or three years. Motive power apprentices typically need to work for three to five years after completing the in-school training before they can earn their technician's license.

In memorium

The trucking industry mourns the passing of two of its pioneers.

Keith Zavitz, who, with his brother Homer established Zavitz Brothers Ltd.



Keith Zavitz

in the 1950s, died in February at the age of 90. Zavitz, a longtime board member of the Ontario Trucking Association, leaves behind a proud legacy in the Niagara Region transportation industry.

Max Orlick, who co-founded the original Orlicks Transport with his brother Tom in the late 1940s, passed away in January. He is remembered as an industry leader for Western Canada.

Carriers expand into new facilities

Canada Cartage recently opened a regional hub at Winnipeg's CentrePort Canada – an expanded, eight-acre operation that includes a 46,000-square-foot facility with office space, cross-dock capabilities, and fleet maintenance services.

More than 200 employees will work at the new location. "With terminals in most major centres, from British Columbia through Quebec, we recognized the advantages of centralizing operations at CentrePort," says Tyler Paquin, vice president of shared services, Canada Cartage.

Meanwhile, Speedy Transport Group, Inc., has opened the largest cross-dock transportation facility in Eastern Ontario, expanding its coverage along the 401 corridor. "The next major project is in Southwestern Ontario, where we'll look to build another cross-dock facility," notes CEO Jared Martin.

The privately held carrier, owned and operated by the Martin family, is celebrating its 75th anniversary this year. "From a motorcycle and sidecar in 1941, to one of the largest privately held LTL fleets in Eastern Canada, our success stems from building customer-specific, tailored solutions throughout North America," says Martin.

Buying spree

A number of trucking companies have announced acquisitions as consolidation continues apace.

■ Kriska Transportation Group Limited (KTG) has signed a letter of intent to acquire the shares of Milton, Ont.-based Transpro Freight Systems Limited. Transpro, which will continue to be led by the current management team, operates 110 tractors and 300 trailers. Following the acquisition, KTG operates a total fleet of 645 tractors and 1,950 trailers, and employs 900 people, including owner-operators.

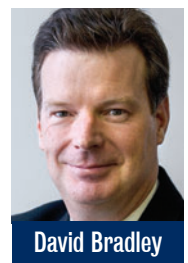
■ In order to strengthen its position on the South shore of Montreal, Andy Transport has acquired Matrec's terminal in Boucherville, Que. The facility has approximately 36,000 square feet of office space and 11,000 square feet of garage.

■ Trimac Transportation Ltd., Calgary, has purchased the assets of Transport Rollex Ltée, a division of Groupe Robert Inc., headquartered in Boucherville, Que. The agreement includes the purchase of eight power units and 22 trailers.

■ Titanium Transportation Group, Woodbridge, Ont., has acquired ProNorth Transportation, an asset-based transportation company in North Bay, Ont. The acquisition will increase Titanium's fleet size by over 30 per cent, to more than 450 power units and 1,200 trailers.

■ VersaCold Logistic Services, which focuses exclusively on the handling of temperature-sensitive products, has acquired the assets of Gary Heer Transport Ltd., a provider of refrigerated trucking between Western Canada and the U.S. The acquisition establishes the company's newest subsidiary, VersaCold North America Transportation Solutions Limited (VNATS). VersaCold has also entered into an agreement to acquire Coastal Pacific Xpress (CPX), B.C.'s largest refrigerated carrier specializing in the shipping of perishable and ambient products throughout Canada and the U.S. Part of VNATS, CPX will continue to operate as its own entity while enhancing VersaCold's growth in the cross-border transportation market segment.

BRADLEY to step down from OTA/CTA in 2017



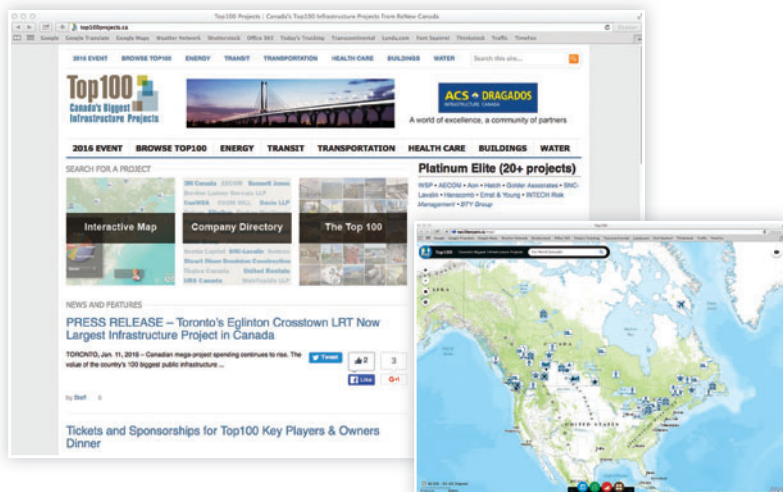
David Bradley

After more than 30 years of fighting tirelessly on behalf of the trucking industry, **David Bradley** has announced he will step down as president and CEO of the Canadian Trucking Alliance (CTA) and the Ontario Trucking Association (OTA) at the end of 2017.

Bradley joined the OTA in 1985 as director of economics. Six years later, at age 33, he was promoted to president. In 1997, he developed a plan to rejuvenate the national trucking lobby that culminated in him leading the newly formed CTA as well.

Over the course of his career, Bradley has steered both organizations through some of the industry's most turbulent times, brought on by deregulation, numerous recessions, free trade, changes to weights and dimensions standards, a major overhaul of the tax system, a thickening of the Canada-U.S. border, and environmental regulations. He has always been a strong advocate of tough safety standards, as demonstrated by his support of regulatory initiatives such as mandatory activation of speed limiters and the upcoming requirement for electronic logging devices.

Site-seeing



www.top100projects.ca

With the value of Canada's 100 biggest public infrastructure projects rising to \$161.3 billion this year (versus \$157.9 billion in 2015), it's worth checking out *ReNew Canada's* 10th annual **"Top 100 Projects"** report for a ranking of public projects by cost, funding sources, and key players.

Although Toronto's \$9.1-billion Eglinton Crosstown LRT takes top spot, 28 energy projects, valued at \$57.5 billion in total, dominate the list. Beyond energy, the report includes 22 transportation projects, 19 transit projects, 12 buildings (social, educational, and government facilities), 10 health-care facilities, six water/wastewater projects, two remediation efforts, and one waste management development. It excludes privately held oil and gas developments.

Ontario first to test automated vehicles on the road

Coming soon to an Ontario road near you – automated vehicles.

Starting this year, that province becomes the first to test these vehicles on-road. Automated vehicles are driverless or self-driving vehicles that are capable of detecting the surrounding environment using artificial intelligence, sensors and global positioning system coordinates. Automated and connected vehicle technologies have the potential to help improve fuel efficiency as well as reduce traffic congestion, greenhouse-gas emissions and driver distraction.

Currently there are nearly 100 companies and institutions involved in the connected vehicle and automated vehicle industry in Ontario. The province is also pledging an additional \$500,000 in funding to the Ontario Centres of Excellence Connected Vehicle/Automated Vehicle Program, in addition to the \$2.45 million it recently provided. The Program brings academic institutions and business together to promote and encourage innovative transportation technology.

The Institute of Electrical and Electronics Engineers forecasts that, by 2040, autonomous vehicles will account for 75 per cent of all vehicles on the road.

WORDWATCH

Break a leg

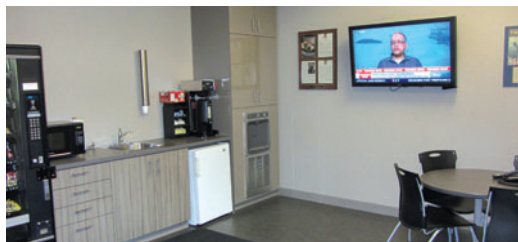
Actors often exhort their colleagues before going onstage to **"break a leg,"** a way of wishing them good luck. There are several theories about the origin of the phrase, but the most likely one is the idea of wishing someone ill as a way to wish them well. Popular folklore through the ages is full of warnings against wishing someone good luck, to avoid tempting fate by talking about positive outcomes in advance.

The expression itself, however, is fairly recent; it was heard in theater circles starting in the 1920s, and first appeared in print in the mid-1950s. It is believed to have originated in Europe, where actors in the German theater use the equivalent phrase *"Hals- und Beinbruch,"* to wish their colleagues *"a broken neck and a broken leg."* The German expression seems to have begun life among aviators, possibly during World War I, and gradually spread to that country's theater, and eventually to the British and North American stages.

But some say the expression comes from before the movie era; in the 18th and 19th century, a performer doing an exceptional job in a scene in a play would occasionally stop the show for a moment as the audience broke into appreciative applause for his or her performance. The actor or actress would then come forward to the footlights and acknowledge the ovation with a bow or curtsy, in other words, bending the knee, or *"breaking the leg."*

Sources: www.idiomorigins.net, www.word-detective.com





Since 1973, **Claude Robert** has helped lead 70-year-old family trucking firm **Groupe Robert**. Now, as the third generation takes the helm, he continues to be recognized as the driving force that has shaped the company into what it is today.

Robert's conviction and compassion have been the keys to his success. It was not unusual to see him in the dispatch office requesting a delivery, working side by side with his team of dedicated professionals who are committed to his vision of excellence.

Several years ago, at the Canadian Trucking Association (CTA) Annual Conference, Robert, who was then chairman of the CTA, shared a poignant story. He told delegates that, while on delivery, sometimes with his wife riding alongside, he experienced first-hand the kind of treatment his drivers would receive. "I would enter the building to complete my delivery and ask if I could use the washroom. Many times I was told I was not allowed," he remarked.



Claude Robert

With that story in mind, **Trailcon Leasing** president **Al Boughton** designed the drivers' lounge in the company's new building on Spar Drive to have all the amenities that the rest of the employees enjoy. Consequently, the lounge is equipped with a restroom, television (tuned to current news, weather and traffic reports), a full kitchen complete with free coffee, tea and hot chocolate, a water cooler, fridge, microwave, and vending machines for purchasing snacks and beverages. "This allows drivers to have a comfortable place to wash up, rest, enjoy their food or buy a snack, while catching up on news and current driving conditions," says Boughton.

In Robert's honour, and striving to make a difference, Trailcon has dedicated our lounge "The Claude Robert Drivers' Lounge."



Frank blew into the office in early February. I had heard through the grapevine that his usual trip to Florida jammed into a child-sized economy seat on Rouge Airlines hadn't happened this year. Frank seemed a little depressed, so I assumed he hadn't had a January getaway, but I was wrong; Frank had taken the Mrs. and family on a driving vacation to Ottawa for a week.

It seems that Frank's usual January jaunt to the sunny south was changed when he received his first pay cheque for 2016. Frank's income has him in a higher tax bracket, and his bi-weekly income had declined by \$350. In addition, the tanking of the Canadian dollar against the American greenback shortened the destination list even further, so personal budget changes were in order. Apparently, Frank visited the Rideau Canal and other tourist stops, but all this seemed out of character for my crusty friend. There were many other North American destinations within Frank's budget that made more sense to me.

Knowing how much Frank hates the cold, is really a poor skater, isn't a Senators fan, has already been to the War Museum and detests any winter drive, I couldn't resist asking him why he had made this trip.



As Frank says:

"I hate Ottawa in the winter, but at least it gets me closer to my money!"



Mauro Brocca with a Hemi GTX for tuning, and a 440 Six Pack motor in the background for a 1971 Guda restoration.

They Call Him **MOPARO**

Many people dream of owning a classic car, and perhaps restoring one, but don't know where to start. That's where someone like **Mauro Brocca** comes in. Brocca has been a muscle car enthusiast since he was a young teenager, with a special interest in and love of Mopars.

Brocca started his business, **Performance Car Restorations**, as a part-time endeavour out of his garage almost 20 years ago while working full-time as a mechanical engineer in the plastics industry. Word quickly spread about the quality of his work, thanks to his commitment and attention to detail. A few years ago, he was able to turn his true passion into a full-time job, and now operates his business out of a 2,000-square-foot shop in Oakville, Ont. His knowledge of "all things Mopar" is truly encyclopedic!

Brocca has achieved gold-level certification on multiple vehicles, as well as many other awards like best restored, top 10 and multiple-class winner. His work has been profiled in several magazines, including *Mopar Action*, *Mopar Muscle*, *Canadian Classics*, and *Hot Rod Magazine*.

Trailcon Leasing's president, Al Boughton, first met Brocca through a mutual friend at a Chrysler car show in 2002. Since then, Brocca has performed complete restorations on three of Boughton's cars – his 1970 Plymouth Superbird, 1970 Dodge Challenger, and 1979 Dodge Lil' Red Express. Through the process, Brocca has become a trusted friend of Boughton's and also of Trailcon's. In fact, due to an out-of-country trip Boughton had planned, he hired Brocca as project manager during the last few months of construction at Trailcon's new head office in Brampton, to help with all the final details. Brocca's thoroughness and calm demeanor proved invaluable.

In addition to car restorations, Brocca can help if you are thinking of buying a classic car. More often than not, people advertising "classic cars" are actually selling something far less valuable than stated. Brocca's knowledge of original factory specifications, matching numbers, and other details can be worth its weight in gold to anyone considering a classic-car purchase.

For more information, visit: www.performancecarrestorations.com



A completed rotisserie restoration – Al Boughton's 1970 Plymouth Road Runner Superbird on display at the Cobble Beach Concours d'Elegance.



April 29-30

AMTA Annual Conference

Rimrock Hotel, Banff National Park
Contact: Alberta Motor Transport Association
Telephone: 1-800-267-1003
E-mail: amtamsc@amta.ca
Web: www.amta.ca

May 1-3

CTRF 51st Annual Conference

DoubleTree by Hilton, Toronto
Contact: Canadian Transportation Research Forum
Telephone: 519-421-9701
E-mail: cawoudsma@ctrf.ca
 (Carole Ann Woudsma)
Web: www.ctrf.ca

May 10

OTA Spring Golf Tournament

Glencairn Golf Club, Halton Hills, Ont.
Contact: Ontario Trucking Association
Telephone: 416-249-7401, ext. 231
E-mail: yvonne.macaulay@ontruck.org
Web: www.ontruck.org

May 13-14

Truxpo 2016

Abbotsford, B.C.
Contact: Mark Cusack, Show Manager
Telephone: 506-658-0018; 1-888-454-7469
E-mail: mcusack@mpltd.ca
Web: www.masterpromotions.ca

May 15-18

WERC 2016 Annual Conference

Providence, Rhode Island
Contact: Warehousing Education and Research Council
Telephone: 630-990-0001
E-mail: wercoffice@werc.org
Web: www.werc.org

May 26

TTC Spring Golf Tournament

The Country Club, Woodbridge, Ont.
Contact: Toronto Transportation Club
Telephone: 416-886-5450
E-mail: membership@torontotransportationclub.com
Web: www.torontotransportationclub.com

May 31

PMTC Spring Golf Tournament

Dundas Valley Golf Club, Dundas, Ont.
Contact: Private Motor Truck Council of Canada
Telephone: 905-827-0587; 1-877-501-PMTC
E-mail: info@pmtc.ca
Web: www.pmtc.ca

June 9

AMTA Annual Southern Golf Fundraiser

Heatherglen Golf Course, Calgary
Contact: Alberta Motor Transport Association
Telephone: 1-800-267-1003
E-mail: amtamsc@amta.ca
Web: www.amta.ca

June 10-12

BCTA 2016 AGM and Management Conference

The Delta Grand Okanagan Resort, Kelowna, B.C.
Contact: British Columbia Trucking Association
Telephone: 604-888-5319
E-mail: bcta@bctrucking.com
Web: www.bctrucking.com

June 14

TTC Women in Transportation Lunch & Learn

Palais Royale, Toronto
Contact: Toronto Transportation Club
Telephone: 416-886-5450
E-mail: membership@torontotransportationclub.com
Web: www.torontotransportationclub.com

June 15-17

SCMA 2016 National Conference

Niagara Falls, Ont.
Contact: Supply Chain Management Association
Telephone: 416-977-7111; 1-888-799-0877
E-mail: info@scmanational.ca
Web: www.scmanational.ca

June 16-17

PMTC Annual Conference

Kingbridge Conference Centre, King City, Ont.
Contact: Private Motor Truck Council of Canada
Telephone: 905-827-0587; 1-877-501-PMTC
E-mail: info@pmtc.ca
Web: www.pmtc.ca

June 19-22

2016 CCMTA Annual Meeting

Halifax Marriott Harbourfront
Contact: Canadian Council of Motor Transport Administrators
Telephone: 613-736-1003
E-mail: ccmta-secretariat@ccmta.ca
Web: www.ccmta.ca

June 29

AMTA Annual Northern Golf Fundraiser

Links Golf Course in Spruce Grove, Edmonton
Contact: Alberta Motor Transport Association
Telephone: 1-800-267-1003
E-mail: amtamsc@amta.ca
Web: www.amta.ca

July 22-24

2016 Fergus Truck Show

Centre Wellington Community Sportsplex, Fergus, Ont.
Telephone: 519-787-5275
E-mail: info@fergustruckshow.com
Web: www.fergustruckshow.com

August 8-12

NAIC 2016

Hyatt Regency Indianapolis
Contact: Commercial Vehicle Safety Alliance
Telephone: 301-830-6143
E-mail: cvsahq@cvsaa.org
Web: www.cvsaa.org

August 25-27

Great American Trucking Show

Dallas, Texas
Telephone: 888-982-2629
E-mail: elarson@randallreilly.com (Emily Larson)
Web: www.gatsonline.com

September 8

AMTA Annual Golf Day

Sylvan Lake Golf & Country Club, Sylvan Lake, Alta.
Contact: Alberta Motor Transport Association
Telephone: 1-800-267-1003
E-mail: amtamsc@amta.ca
Web: www.amta.ca

September 15

Toronto Transportation Club Power of Education Golf Classic

The Georgian Bay Club, The Blue Mountains, Ont.
Contact: Toronto Transportation Club
Telephone: 416-886-5450
E-mail: membership@torontotransportationclub.com
Web: www.torontotransportationclub.com

September 18-20

IANA's Intermodal Expo

Houston, Texas
Contact: Intermodal Association of North America
Telephone: 301-982-3400
E-mail: info@intermodal.org
Web: www.intermodal.org

September 25-28

TAC Annual Conference & Exhibition

Toronto
Contact: Transportation Association of Canada
Telephone: 613-736-1350
E-mail: conference@tac-atc.ca
Web: www.tac-atc.ca

October 13

Surface Transportation Summit

International Centre, Mississauga
Contact: Newcom Business Media Inc.
Telephone: 416-510-6867
E-mail: sfrayne@annexnewcom.ca
Web: www.surfacetransportationsummit.com

November 9-10

OTA Convention & Executive Conference

Ritz Carlton Hotel, Toronto
Contact: Ontario Trucking Association
Telephone: 416-249-7401, ext. 231
E-mail: yvonne.macaulay@ontruck.org
Web: www.ontruck.org



Some choices are obvious

Having reliable equipment is an important part of keeping your fleet productive, profitable and on the road.

Whether for short term rentals or long term leases for storage, or city and highway applications, Trailcon's flexible and reliable programs are the obvious choice. Choose from our large dependable fleet of trailers and other specialized transportation equipment or build to your own specifications.

Backed by our nationwide maintenance programs, Trailcon offers 24/7 access from anywhere in North America by calling our in-house Customer Response Centre 1-855-ROAD-RPR.



The obvious choice

trailcon.com