

REPORT ON Transportation

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Alex Kis

Technician with
Manitoulin
Transport

WOMEN IN THE DRIVER'S SEAT AND UNDER THE HOOD

It's no secret that women are woefully underrepresented in the trucking industry; they account for only 3% of truck drivers, 3% of mechanics, 11% of managerial staff, 18% of dispatchers, and 13% of parts technicians, according to Trucking HR Canada.

The shortage is particularly acute on the front lines – drivers and mechanics. The industry needs more women like **Alex Kis**, a 20-something technician with Manitoulin Transport in Mississauga, Ont., who was recently highlighted in *Today's Trucking*. Kis came to the company through Conestoga College's pre-apprenticeship program for truck and coach technicians. She is passionate about her job and loves the variety of skills required. "I'm a welder. I'm a fabricator. I'm a carpenter. I'm an electrician," she told *Today's Trucking*. "There are so many skills to learn in this industry and there's so much more I can learn."

Then there's **Leonore Delorme**, a heavy-duty mechanic with Bison

Transport, Winnipeg, who says she "loves coming to work every day because every day is different." Delorme is a 1st Year Apprentice who has been with Bison about two years. She joined the industry after promising her father, a driver, that she would follow in his footsteps, and chose to focus on the mechanics side. She finds that trucking is a sustainable industry; after all, everything needs to be on a truck at some point.

Recently, Bison's **Ester Nemeth** won the Driver of the Year Award at the Truckload Carriers Association convention in Las Vegas. The Award is given to one company driver each year who is safe, enhances the public image of the trucking industry, and makes influential contributions to his/her communities. Nemeth, who was the first female to be nominated for the Award since 2005, has been driving for more than 30 years, accumulating over 3.75 million accident-free miles.

...continued on page 2

Photo courtesy of Today's Trucking

**IN THIS
EDITION**



Pitching In
Maritime–Ontario
drives support for
MADD Canada

**Tech
Talk**
Tracking your
trailers – and more

**Social
Networking**
Women's Trucking
Federation of Canada

Travel Tips

Lovely Lake Como

**Industry
Notes**
Trailcon on the
move again

WHAT'S INSIDE

Editorial	3
Pitching In	4
Customer Connection	5
Tech Talk.....	6
Boys & Their Toys	7
Travel Tips	8-9
Industry Notes	10-11
FYI.....	12-13
Frank Says.....	13
Social Networking.....	14
Calendar of Events	15



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Cover

WOMEN IN THE DRIVER'S SEAT – AND UNDER THE HOOD

....continued from the cover

Delorme and others are featured in a video titled “Bridging the Gap: Women in Trucking,” produced in partnership with Trucking HR Canada, and the Government of Alberta to encourage women to pursue a career in trucking, in whatever capacity they may choose. These kinds of jobs are “not where you go until you get your next job,” says Chris Nash, president of the Alberta Motor Transportation Association (AMTA). “It’s a career path.”

“We are seeing a larger number of women coming in, and the opportunities are there,” notes Angela Splinter, CEO, Trucking HR Canada. And while that is certainly the case, there is still a long way to go. Splinter describes a recent survey the company did of 2,000 Millennials across the country to gauge their perceptions of the industry and their interest in it as a profession. The survey revealed that there is a cohort interested in working in trucking, but half of those interested think trucking is a job “for men only.”

“We need to do a better job of communicating that the trucking and logistics industry offers numerous career opportunities for women,” urges Splinter. “We cannot afford to overlook close to half the potential workforce when there is such an urgent need for drivers, dispatchers, managers, and more diversity in our workforce.”

For this kind of change to happen, she says, the industry needs to take a good hard look at its workplace practices, policies, and approaches to recruiting, training, and retention. Women need to see the economic opportunities the industry offers, as well as its mentorship opportunities, and safe and respectful work environments, including new approaches offering an improved work-life balance.

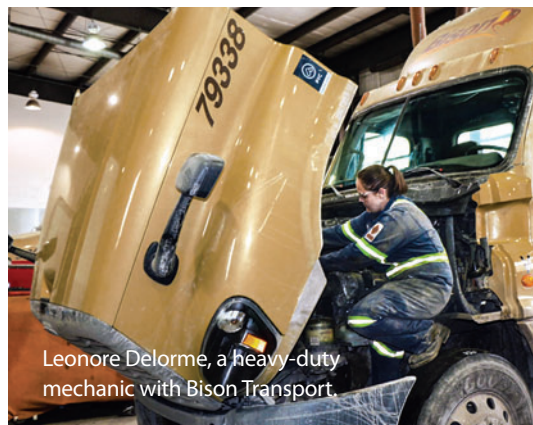
The trucking industry has waited too long to move toward diversity and inclusiveness, given that the average age of a truck driver is now 47 and expected to be 49 by 2024, Nash told a Women Building Futures Work Proud Summit in Edmonton last October.

Women with Drive – Trucking HR Canada’s national project to promote women in freight transportation – is scrambling to make up for lost time. Now in its third year, the initiative has developed an employment action plan that includes: a national employment strategy; identification of best practices; identification of challenges, including existing barriers; and promoting the trucking industry as an industry of choice for women.

Trucking HR Canada has produced an extensive inventory of tools and resources – both provincial and national – dedicated to supporting women in the trucking industry, at <https://truckinghr.com/content/women-drive-inventory-resources>. It also sponsors the annual Women with Drive Leadership Summit, held recently in Toronto.

“The industry presents a huge economic opportunity for women to seize hold of these jobs in trucking, particularly in the traditionally male-dominated occupations such as transport trailer technician and truck/transport mechanic, and most significantly as truck drivers, whether as owner-operators, or in the private or for-hire companies,” says Trucking HR Canada.

It’s time for women to take the wheel – or take up the tools of the trade.



Leonore Delorme, a heavy-duty mechanic with Bison Transport



PIPELINE DREAMS



By Alan Boughton, Co-founder, Trailcon Leasing Inc.

There are those who think the Alberta oil sands and the pipelines that transport the oil are the worst thing that could happen to our planet. If these Chicken Littles had their way, they would shut down the entire Canadian oil and gas industry.

Well, here's what I say to them: Like it or not, Canadians are still going to need oil and gas for years into the future. Forecasts by governments and global institutions such as the International Energy Agency (IEA) conclude that fossil fuels will still supply up to 70 per cent of the world's primary energy by 2040. Analysis by the IEA shows oil consumption will actually grow in coming decades, due to rising demand from petrochemicals, trucking and aviation. Projections by Canada's National Energy Board reach similar conclusions.

If we were to eliminate our own industry and import 650,000 extra barrels of oil daily, we would have no choice but to build new pipelines and facilities to bring this additional oil from the U.S. pipelines and foreign tankers. How ironic is that?

Would you rather we buy our oil from another country, like the U.S. or Saudi Arabia, than from our fellow Canadians? We wouldn't be consuming any less energy; we'd just be buying it from somewhere else.

I call that cutting off your nose to spite your face.

By contrast, we could be supplying not only all Canadians, but also global markets, adding millions of dollars a day to our economy. By giving Canada a conduit to sell oil in international markets, the Trans Mountain pipeline expansion would generate an estimated \$3.7 billion more a year for our oil. This is money that could be used to build roads, schools and hospitals across the country. Just as importantly, it would give us the means to re-invest money into new environmental solutions.

According to Natural Resources Canada (NRC), Canadian refineries produced two million barrels per day of refined petroleum products in 2017, of which 25 per cent was exported. But refineries in Eastern Canada are spending billions to purchase about one billion barrels of foreign oil a year – mostly from the U.S. and Saudi Arabia – to meet customer needs. Why? Because there is no major pipeline going from Alberta to the east coast, and it is easier for those provinces to import their oil. We need to get our oil to our refineries, rather than importing oil from other countries.

The now-defunct Energy East pipeline would have carried 1.1 million barrels of crude oil per day from Alberta to New Brunswick

using repurposed existing natural gas pipelines for much of its length. At more than 4,500 kilometres, it would have been the longest pipeline in the country. What if, instead of killing this project, Quebec had taken the revenue it would have earned and invested it in clean energy technology?

Nor is shipping oil by rail a viable option, as it's more expensive and carries greater risks than transporting via pipeline. (The oil train that caused the Lac-Mégantic rail disaster was, in fact, headed to the Saint John refinery.)

Technological advancements in the oil sands have helped create more energy-efficient practices and decrease greenhouse gas (GHG) emissions in the oil sands, says NRC. For example, co-generation is a process in which steam and electricity is produced simultaneously. By converting energy and by-product into electricity that would otherwise be waste, co-generation has contributed significantly to the 30-per-cent decrease in per-barrel GHG emissions seen in the oil sands since 1990.

Many will ask why we can't get our energy from wind or solar power.

It's not that simple. The Canadian Energy Pipeline Association provides some factors to consider:

- Wind and solar sources of energy are intermittent, and often require fossil fuels as back-up energy sources.
- Infrastructure for solar and wind energy relies heavily on materials such as rare earth metals, steel, plastics, and concrete for wind turbines, which often require significant carbon-intensive energy.
- The transition to renewable energies takes time. For example, in the 14 years following an aggressive energy change initiative that began in Germany in 2000, the average decline in fossil fuel use was only 0.3 per cent per year. If that trend continues, fossil fuels would remain dominant in Germany even up to 2050.

But that doesn't mean we shouldn't try to reduce our carbon footprint. Look at what the trucking industry has accomplished with its various green trucking programs and initiatives. Climate change is real, and it has disastrous implications. But shutting down Canada's pipelines is not the solution.

We must continue to invest in green energy solutions as part of a global initiative against climate change. We all have a stake in this. I want to leave my grandchildren with a planet that is as healthy as the one I inherited from my ancestors, not one that has been poisoned by greenhouse gases.



MARITIME-ONTARIO

drives support for MADD Canada

Mothers Against Drunk Driving (MADD) Canada is a cause to which **Maritime-Ontario Freight Lines Limited** (M-O) remains firmly committed. The company, which provides multi-modal services throughout Canada, recently announced an additional three-year, \$75,000 donation to the charitable organization. MADD Canada was formed in 1989 to create a national network of victims/survivors and concerned citizens working to stop impaired driving and to support victims/survivors of violent crime.

The donation will be provided through the Graham Munro Charitable Foundation, a private registered Canadian foundation established in 1986 by Munro – the father of M-O CEO and owner Doug Munro – and the shareholders of M-O. The Foundation was named in Graham Munro's honour after his passing in 1991. M-O's operating companies donate 10-20 per cent of their annual income to the Foundation.

M-O's relationship with MADD Canada was prompted by the death of 19-year-old Andrew Westlake, the son of Brian Westlake, one of M-O's corporate lawyers. In 1995, Andrew was standing on the sidewalk waiting for a taxi on his first weekend at Brock University in St. Catharines when a drunk driver hit him, killing him instantly. Following the tragedy, Brian and his wife, Joyce, became active in MADD Canada. Brian knew of the Graham Munro Foundation, and asked if M-O would be interested in donating. M-O jumped on board, and Brian now sits on the Foundation's board of directors.

"I had always been very concerned about impaired driving, not only with alcohol, but now with the legalization of cannabis, adding

that risk to the equation," says Munro. "Although our connection with MADD was originally personal, we feel it is an appropriate segue into trucking and transportation and the awareness we all must have, as road deaths related to impaired driving are ongoing."

The donation will help MADD's Campaign 911, which encourages the public to call 911 when they see a suspected impaired driver on the roads and waterways. Statistics show that charge rates for impaired driving go up by 30 per cent when people call 911. Impaired driving is the number one criminal cause of death in Canada, and yet, every impaired driving crash is preventable.

Since it began supporting MADD Canada in 2008, M-O has made donations to the charity totaling \$275,000.

Sobering statistics

On average, just under four Canadians are killed and approximately 190 people are injured daily as a result of alcohol- and/or drug-related crashes.

Approximately 69,000 Canadians are impacted by impaired driving annually.

There are an estimated 12.5 million trips of impaired driving each year on Ontario roads.

For more information, visit www.madd.ca.



NO SMALL POTATOES



From humble beginnings in the 1950s, with one truck hauling a load of potatoes from New Brunswick to Quebec, **Day & Ross** has grown to become one of the largest transportation companies in Canada, with an expanding presence in the U.S. and a comprehensive suite of integrated transportation and logistics services.

Headquartered in Hartland, N.B. (home of the world's longest covered bridge!), Day & Ross is part of the McCain Foods Group of Companies – and hence the potato connection!

Boasting over 6,000 employees, owner-operators and drivers, the company – named after founders Elbert Day and Walter Ross – services a wide range of industries, including automotive, retail, food and beverage, raw materials, and manufacturing, to name a few. Services encompass less than truckload (LTL), truckload (TL), dedicated logistics, e-commerce and home delivery, cross-border, warehousing, temperature-controlled, flatbed, over-dimensional and heavy-haul shipments, as well as air, ocean, and rail logistics.

With a presence in all provinces, Day & Ross delivers the unparalleled benefit of being one of Canada's only true national transportation providers, offering customers direct LTL and TL service anywhere in the country.

The company's commitment to safety and sustainability is rooted in its family values and care for its employees and the communities in which they work and live. In 2019, Forbes honoured Day & Ross as one of Canada's Best Employers, for the second consecutive year, and the company was ranked once again as one of Canada's Best Managed Companies.

In a crowded marketplace, the company realizes it must stand out by communicating the wide range of services that it offers. "This year, we are taking some steps to raise awareness of Day & Ross and our capabilities," says Shawn McMahon, President, Dedicated Logistics & E-Commerce.

Given the company's upward trajectory, McMahon is enthusiastic for the future. "Day & Ross has been around for almost 70 years, but we continue to grow and evolve the ways we help customers with their transportation needs," he says. "We are well positioned for

growth and are excited about some initiatives we have under way to help make the customer experience even better."

Much like Day & Ross's own experience as a Trailcon Leasing customer. "We appreciate that Trailcon shares our same commitment to providing great service and value," says McMahon, "and they have been a valued partner for many years."



Shawn McMahon





TRACKING

your trailers – and more



Do you know exactly where your assets are at all times, and who is driving them?

Isotrak Ltd. has the answer; its all-in-one Connected Fleet Management platform allows customers to monitor and manage their fleet operations from anywhere in the world, receiving minute-by-minute updates at the click of a button.

The company helps fleets of any size – from small, complex operations up to those with thousands of vehicles and trailers – become smarter, safer and more efficient. “We give customers the tools to see exactly where improvements in efficiency and safety can be made across all areas of their fleet operations, from improved driving styles, to greater delivery performance,” says James Littlechild, director of international sales, Mississauga, Ont.

Isotrak offers a variety of solutions:

GPS trailer tracking

- Live and historic GPS location tracking
- Google maps integration to access live traffic updates, street view and aerial maps for an enhanced tracking experience
- Wired to electronic braking system (EBS), reefer or other source of power
- Temperature monitoring and door sensors with alerts

Electronic logging device (ELD) certified Hours of Service application

- ELD-certified paperless solution
- Compatible with any Android/iPhone device
- Driving violation warnings

- Data stored on device for eight days for roadside inspections
- Bluetooth connection to on-board telematics device for vehicle information
- HoS web portal for fleet managers

Enhanced GPS tracking

- Comprehensive view of each historic journey with interactive detailed insight graphs
- Key driving efficiency related parameters and events, such as engine idling, over-rev, harsh braking, speeding, and bad anticipation, to make informed improvements on driver behaviour

Driver Connect

- Fleet management application combining job dispatch, electronic proof of delivery (ePOD) and real-time job status tracking for streamlined delivery management

Partner Connect

- Allows third parties to collect the vital information about an order and still send updates in real time
- Captures issues, scans barcodes and gets signatures as if the delivery was made using your own fleet

Live Vehicle CCTV

- Integrated telematics and vehicle CCTV solution to provide accurate video evidence and detailed driver behaviour data before, during, and after every incident
- Streams footage and vehicle GPS location in real time via the on-board 3G sim card

Seamless integration with third-party planning systems means fleet managers can view their pre-planned routes directly from the Isotrak Job Management portal. From there, they simply click to assign each job a “tracked resource,” be that a driver, vehicle or trailer, and benefit from real-time job status updates.

Founded in 1999 as a small telematics start-up in the U.K., Isotrak now spans three continents and services some of the largest customers in North America, including Walmart, Loblaw, and Day & Ross. In 2017, the company opened an office in Mississauga, Ont., to support its growing roster of Canadian customers. Plans are to become the number one choice for fleets across the globe.



You gotta start somewhere!

One of **Isotrak's** first clients was **Domino's Pizza**. Isotrak helped Domino's get its start in the U.K. by creating its territory mapping and databases back when it had only two employees there! Domino's now has more than 400,000 franchised and corporate team members worldwide and delivers more than two million pizzas a day.



Team Canada in Varese, Italy. Top row, third from left: Derek Carroll. Bottom row, fourth from left (holding flag): Trailcon Leasing supplier Carmine Caravaggio, president, Toronto Digital Imaging and co-founder of new venture Stickerbeat.

PURSUING a passion for CYCLING



By Derek Carroll



Derek Carroll in Varese, Italy, representing Canada at the UCI Gran Fondo World Championships.

My cycling story started in the fall of 2015. I was growing nicely into my “Dad Bod,” as guzzling beer and scarfing chips while watching hockey were my version of “working out.” With our second child on the way, I made a pact to myself that I needed to change my ways...I wanted to be a fit dad, not a fat dad, and I wanted to set an example for my growing family.

With an invite to join my sisters on a cycling trip, I jumped in with both feet and never looked back. I entered the rabbit hole quickly with the purchase of a new bike and indoor trainer. Club rides, cycling trips and my first race followed. I not only loved the freedom of the bike, but I became obsessive about the training and goal-setting process.

In 2017, I set the goal to race the Blue Mountain Gran Fondo, a qualifier for the annual Gran Fondo World Championships contested by the top qualifying amateur racers from around the globe. I was handed a huge piece of humble pie at that race; I learned very quickly that to qualify at such a competitive event, you needed elite-level fitness and determination to succeed. Thus in 2018, I reset that goal, built the plan and started to put in the work. I was lucky enough that it all came together; I qualified in June and was able to represent Canada in Varese, Italy, at the World Championships that September.

To represent Canada was a dream come true. Lining up the morning of the race was an unreal experience, seeing all the other nations and to be proudly wearing the maple leaf. Each of us who pinned on a number that morning had our own story of how we got to the line, all of us just regular people with a 9 to 5 job who found a sport and a passion; who had a dream, set a goal and pursued it with determination.

In 2019, I hope to continue this story. I have set some big goals, and even if I fall short, I will reset and try again, as you never know where the bike can take you.

Now that being said, if anyone out there wants to guzzle beer and, scarf down chips, I am your man, as long as the beer is cold and of the ultra light zero calorie brew!

Huge kudos to my loving wife; she has been my partner in crime, coach and motivator. The time commitment required to pursue success at a high level is significant, and with her support, it has been truly a team effort.

— Derek Carroll is the husband of Trailcon marketing manager Stacey Carroll.



Villa Monastero, Varenna,
on the shore of Lake Como.

Lovely Lake



By Stacey Carroll

Lake Como, Italy: It is nearly impossible to describe with any other adjective but “charming.”

Last September, upon the completion of my husband’s UCI World Championship Race (see *“Boys and their Toys,”* page 7), we packed up our bags and bikes, and headed just over an hour north-east of our hotel in Varese to Lake Como for some much-needed rest and relaxation. With two young children at home (then aged 2 and 4), we were excited about having a few days alone, with the ability to enjoy hot coffees, late dinners, and no nap schedules to follow.

Joined by my sister-in-law, we hired a private driver to take us to Varenna for a four-night getaway before returning to Toronto. Leaving the hustle and bustle of a busy city behind us, in less than an hour, we were weaving in and out of mountain tunnels, treated to views of crystal-clear waters and lush foliage. Luckily, we managed to find a spectacular Airbnb in the heart of Varenna, within walking distance to cafés, restaurants and the ferry terminal that takes you to neighbouring Bellagio and Mennagio. Have your own car? Most of the ferries take vehicles, making it even easier to tour around on your own schedule.

Our Airbnb had an outdoor terrace with spectacular views of “Lago di Como” and a small pool with chairs to kick back and enjoy the view, which, in my opinion, might be one of the most beautiful in the world. As some might already suspect, our version of “rest and relaxation” is a little different from most people’s, involving lots of activity and small periods of actual rest. On what we later affectionately named “Mega Day,” my husband, sister-in-law and I set out to enjoy the sights and sounds of Lake Como, by water and by land! Our morning started early with a two-hour kayak tour starting in Bellagio, learning about the history of Lake Como and seeing the sights from a sea-level perspective! The waters are crystal clear, with a remarkable blue-green hint to them and as calm as can be. You don’t need to be confident in a kayak to enjoy this tour either – get comfy, have a waterproof

camera handy and enjoy the sights. If you are lucky, your tour guide may even have a bottle of bubbly for your excursion!

After our kayak tour and a quick lunch, we made our way to Bikeit! Bellagio to pick up a bike rental for our next adventure. Luckily for me, they had a beautiful Bianchi E-bike available for the day, meaning I actually had a chance of keeping up with my family of very experienced cyclists. Not sure about an e-bike? Put your ego aside and go for it – I wouldn’t have survived the first 5km without a little extra boost from my bike! With a pre-planned route totalling 60km, we cruised the hills of Bellagio with ease – there is very little traffic to worry about and the views are spectacular. A “must stop” for my husband was the Madonna del Ghisallo, otherwise known as the “cycling Church.” This is a small mountain-top church with lit candles and memorials to cyclists who have passed, wall-to-wall photos and notes from family and friends dedicating a spot to a lost loved one. There is also a shop that sells postcards, cycling jerseys, and t-shirts, and a museum – if you are lucky enough to make it here one day, take your time checking out everything. The rest of the route included yet another mountain top and a mandatory café stop at the top of the Muro di Sormano, followed by smoothly paved roads finally heading downhill – thankfully! – back into Bellagio. After six hours on the bike, two mountain-top climbs and four espressos, it

was safe to say we all needed dinner, a glass of wine, and a rest. Fortunately, both Bellagio and Varenna have top-notch restaurants, none of which disappointed us during the entirety of our stay.

Another popular tourist activity in Lake Como is a private boat tour, which we did aboard a beautiful new yacht. As we cruised along the shoreline of Menaggio, Remezzo and Lenno, our guide pointed out the summer homes of many famous Hollywood A-listers, including George Clooney and Richard Branson. Movies such as “Casino Royale” and “Star Wars: Attack of the Clones” were shot at Villa del Balbianello in



Derek and Stacey on the kayak tour.

Como

View of Varenna

Travel Tips



Lenno – make sure you ask to cruise by if you're out on a boat! I highly recommend this tour. Relax on deck, enjoy a glass of wine (or several) and some lunch, and even go for a swim if you like. The water is cold but pure and refreshing.

One of the best parts of Lake Como? You can walk anywhere, and everywhere. Villa Monastero was a two-minute walk from our Airbnb in Varenna. Spend an hour or two strolling through the waterfront villa, which features terraced gardens with statuary and opulent 1800s décor. Views of Bellagio and Lake Como are nothing short of remarkable from anywhere in the villa. If you are staying in Bellagio, or planning a day trip, there are beautiful botanical gardens and churches throughout. If you like a bit more hustle and bustle, Bellagio is where you will find your groove. If you're wanting a quieter destination, Varenna is most definitely the place to be. No crowds, pleasant locals and fantastic views wherever you go. No matter where you end up, I think it's impossible to be disappointed.

We did notice that it may be a difficult destination for those who have difficulty walking or getting around unassisted. There are many staircases, uneven walkways and cobblestone pathways due to steep hills, and we did see a fair share of people struggling to maneuver luggage, and themselves, comfortably. Be sure to ask your hotel or Airbnb host about accessibility options should you need them.

Lake Como is not a mass tourist destination - you won't find any night clubs or tourist "traps." Move at your own pace and enjoy everything Lake Como has to offer. Prices in the area are no higher than in bigger cities in Italy – if anything, they were quite a bit more reasonable. We flew into Malpensa airport, as it was conveniently located for both Varese and Varenna destinations, and being a smaller airport, it was easy to navigate. There are some wonderful Airbnbs right beside the airport if you have an early flight out – we scored a magnificent apartment for our last night in Italy that gave us a no-stress start to a full day of travel back to Toronto. If you are on the fence about whether to visit the area, we strongly encourage you to take the plunge and book. You won't be disappointed. We have our sights set on returning one day, hopefully not too long from now.

— Stacey Carroll is Marketing Manager at Trailcon Leasing Inc.



Derek Carroll enjoying view from the Madonna del Ghisallo (Magreglio).



Cycling through Lake Como.



Trailcon Leasing's modern new facility in Edmonton.

TRAILCON

on the move again

January 7 marked another milestone for **Trailcon Leasing Inc.** as it opened the doors of its new facility at 11691 Bevington Road, Acheson (Edmonton), AB.

Long-time branch manager **Dave Ambrock** officially retired on the same date, handing the reins to **Laine Hrechuk**. "Dave has left big shoes to fill, having built such close, positive relationships with our customers," says Hrechuk. "But I am committed to providing our clients with the same high level of service."

The 20,000-square-foot building is identical to a facility that will be opening in Calgary later this year.

Trailcon Leasing co-founder Al Boughton travelled from the company's head office in Brampton, Ont., to celebrate the special occasion. He noted that the new facility, with its many state-of-the-art features, will allow staff to continue to meet and exceed the expectations of the company's expanding roster of customers.

The new facility replaces the original one, established in 2007.

Trailcon has also moved its seven-year-old Cornwall, Ont., operations to a new location that will accommodate its current and future growth. The new facility, situated at 18060

Glen Road, South Glengarry, Ont., is directly adjacent to Highway 401 and easily accessible for trucks and trailers. It features a spacious 4,400-square-foot repair shop equipped for reefer work, large jobs and divider wall rebuilds, and a 1,300-square-foot office space with a newly renovated dedicated driver reception area. There are also powered parking spaces for trucks and customer vehicles. Trailcon has signed a three-year lease on the facility.

Cornwall branch coordinator Shawn Ferguson continues in that capacity following the move, supported by three technicians and three office staff.

"This facility is yet another example of how Trailcon has invested in the future of the company," says Trailcon president Jerry Brown. "It follows newly built facilities that have replaced existing ones in Brampton, Edmonton and Calgary. As the trucking industry continues to evolve, we must keep pace."



Upon his retirement, Dave Ambrock (l) congratulates new branch manager Laine Hrechuk.

AMTA opens safety training facility

Alberta Motor Transport Association (AMTA) has opened a state-of-the-art safety training facility at the Edmonton International Airport City site. The facility will function as a commercial transportation hub for safety training development and delivery, and research and technology innovation, and will help strengthen education for commercial drivers across the province.

Besides the classrooms, the facility includes a five-acre training track designed to give drivers real-life road experience and vehicle-use training, as well as two simulators where drivers can experience difficult road and travel challenges. "We are confident that this facility will help to improve commercial drivers' skills and enhance road safety for all," says AMTA president Chris Nash.

On the acquisition trail

Recent mergers and acquisitions in the transportation industry.

■ **Manitoulin Transport** has been active on the acquisition front. In December, it purchased **Kluane Freight Lines Ltd.**'s book of business and formed a joint venture with Chief Isaac Group of Companies. Kluane Freight Lines is a First Nation-owned less-than-truckload carrier based in Whitehorse and a member of the Chief Isaac Group of Companies. Manitoulin also purchased **Express Havre St-Pierre (EHSP)** of Quebec to build its coverage in Central and Eastern Quebec. EHSP provides truckload and less-than-truckload dangerous goods, temperature-controlled, and white-glove services for a variety of industrial and commercial customers. Additionally, **Manitoulin Global Forwarding** purchased **N/J International Inc.** of Houston, Texas, its first U.S. acquisition. N/J International is a global supply chain provider of fully integrated transportation and logistics solutions.

■ **CN** has acquired Winnipeg-based **The TransX Group of Companies**, one of Canada's largest and oldest transportation companies. "This strategic acquisition allows CN to deepen its supply chain focus, strengthening our franchise, including our inter-

3 Canadian fleets among best to drive for



Three Canadian carriers earned a nomination in the “2019 Best Fleets to Drive For” contest, produced by CarriersEdge in partnership with Truckload Carriers Association.

Bison Transport, Winnipeg; **Erb Transport**, New Hamburg, Ont.; and **Transpro Freight Systems Ltd.**, Milton, Ont., all made the Top 20.

The Best Fleets contest, now in its 11th year, is open to any for-hire fleet operating 10 or more trucks. Fleets must be nominated by one of its company drivers or owner-operators.

Nominated fleets are then scored on a variety of best practices.

modal business, notably the specialized, fast-growing refrigerated segment,” says J.J. Ruest, CN president and CEO.

■ **Day & Ross**, Hartland, N.B., has acquired **Stonehammer Transport Inc.**, a carrier based in Okotoks, AB, operating in Manitoba, Saskatchewan, Alberta, and British Columbia.

■ **Andy**, an asset-based transportation, logistics, warehousing, and fleet management group of private companies, has acquired its first Ontario transportation terminal, located in Windsor. The terminal will allow Andy to position itself in the Ontario market, improve operational efficiencies, and extend its offering to its customers. The company also launched **Tristan Cartage**, an asset-based and power-only outsourcing fleet solution (truck and driver) for local and regional fluctuating transportation needs on the market.

■ **Fastfrate Group** has fully merged the **BRS Transportation** operation into **Consolidated Fastfrate**. **Fastfrate Linehaul** was established from the merger to provide shippers with a contract-based truckload offering. The Fastfrate Linehaul division will operate in both Canada and the U.S.

■ Montreal-based **GTI Transport Solution Inc.**, a provider of open-deck, specialized and over-dimensional freight services, is acquiring **Precision Specialized Division Inc.** (PSD), a division of **Precision Truck Lines Inc.** Located in Woodbridge, Ont., PSD provides open-deck and heavy-haul transportation in the province. All operations are moving to Brantford, Ont., with a unified name change to **Precision Specialized Inc.** (PSI).

Single solution for tires

The Council of Ministers responsible for Transportation and Highway Safety has amended the Heavy Truck Weight and Dimension Limits for Interprovincial Operations in Canada to allow the use of wide-based single tires at the same weight limits as dual tires.

The update to the Memorandum of Understanding (MOU) will allow movement of designated single-tire trucks and trailers operating on designated highways in each province/territory. Provinces and territories will now work towards amending their regulations to reflect the recent changes.

“We are grateful for the leadership shown by the First Ministers, Council of

Ministers Responsible for Transportation and Highway Safety, and the provincial and territorial government representatives of the Task Force on Vehicle Weights and Dimensions for moving forward on this issue so that the trucking industry can take advantage of this progressive equipment technology under the MOU umbrella,” says Geoff Wood, senior vp, policy, Canadian Trucking Alliance.

Wide single tires have many benefits to Canadian fleets, including reduced weight to improve vehicle productivity, reduction in greenhouse gases, and increased traction in winter conditions. The change also effectively ends the competitive advantage of cross-border U.S. trucking fleets over Canadian carriers that operated in both the Canadian domestic markets and into the U.S. The change allows one tire spec for both domestic and international operations without weight penalties.



Canadian cargo theft: FAST FACTS



- Mixed-load cargo tops the list of stolen products because these loads can be broken down, separated and more easily sold off.
- While food is a top target, meat in particular is attracting more criminal attention than ever.
- Toronto is experiencing more cargo theft, especially involving mixed-load cargo, which may come down to the high concentration of less-than-truckload (LTL) centres.
- The GTA offers an advantageous infrastructure for cargo criminals — Mississauga, Brampton, and Toronto are among the more prominent trucking hubs in North America, and are connected by major highways travelling in all directions.
- Long weekends and seasonal holidays are peak times for cargo theft.
- Criminals are increasingly interested in taking the trailer along with the cargo.

Source: “Canadian Cargo Theft Trends: What’s new, what’s now, and what’s on the horizon.” Northbridge Insurance, 2018.



WALK AND ROLL

We've heard about cars that fly, but here comes one that walks!

Boldly going where no vehicle has gone before is the Hyundai Elevate, unveiled at this year's Consumer Electronics Show. Billed as "the Ultimate Mobility Vehicle" (UMV), Elevate is the first vehicle with moveable legs. Resembling a four-legged spider, the vehicle uses robotic legs to walk or even climb over treacherous terrain, all while keeping its body and passengers completely level. Hyundai is promoting Elevate as a disaster-response vehicle when rescue could necessitate navigating debris fields, as well as a potential resource for people with disabilities.

With the legs folded up and stowed away, Elevate rolls along at highway speeds just like any other vehicle.

Looney laws of the land

Strange but true, these laws still exist in Canada.

■ **Keep it down** – you're in Petrolia!: It's illegal to whistle in Petrolia, Ont. While the law apparently aims to limit excessive noise between 11:00 p.m. and 7:00 a.m., it reads: "Yelling, shouting, hooting, whistling or singing is prohibited at all times."

■ **Report that driver** – he's wearing a T-shirt!: No T-shirts for Halifax taxi drivers. According to Halifax's Regional Municipality Bylaws for Taxis and Limousines, drivers must keep their attire in neat and tidy condition at all times, and absolutely cannot wear a T-shirt.

■ **Measure that snowman!**: A local law in Souris, P.E.I., warns residents against building monstrous snowmen. If you live on a corner lot, it's against the law to build a snowman taller than 30 inches.

■ **No dueling permitted**: Under the Criminal Code's Sec. 71, it is illegal to challenge or be challenged by someone to a duel. This is considered a serious, indictable offence that could result in a punishment of up to two years in jail.

■ **No more garage sales** – you've reached your quota!: Under Toronto's municipal code, it is illegal to hold more than two garage sales a year. Those setting up perpetual yard sales on their front lawn could face a fine of up to \$5,000.

Thieves covet trucks and SUVs

Once again, Ford F-Series trucks top the list of Canada's most frequently stolen vehicles, according to the latest data from the Insurance Bureau of Canada (IBC).

Nationally, Ford F350 trucks hold the top five spots. In Ontario, thieves target

high-end SUVs and trucks, including Chevrolet's Tahoe, Silverado and Suburban. In Alberta, Ford's F250s and F350s again dominate the list. In Atlantic Canada, the Nissan Maxima is stolen most often, followed by the Chevy Silverado and Jeep Liberty.

Six provinces experienced an increase in vehicle theft in 2017:

- New Brunswick (+28%)
- Ontario (+15%)
- Quebec (+7%)
- Alberta (+6%)
- British Columbia (+2%)
- Newfoundland and Labrador (+1%).

According to Statistics Canada's *Juristat* publication, police reported close to 85,000 incidents of motor vehicle theft in 2017. That's a six-per-cent increase over 2016, when 5,900 fewer vehicles were stolen.

Stolen vehicles may be sold to consumers who don't know they are buying a stolen car, scrapped for parts, or used to commit another crime. Often, stolen vehicles are smuggled out of the country. IBC's theft analysts suspect that many vehicles are targeted as part of a trade-based money-laundering scheme.

The low recovery rate of stolen vehicles indicates the involvement of organized crime and that stolen vehicles are being exported from Canadian ports and border cities. According to the Criminal Intelligence Service of Canada, organized crime groups involved in vehicle-related crime operate primarily out of Montreal and Toronto.

The most common time for vehicles to be stolen: New Year's Day.

PARKING POINTS

■ The world's largest parking lot is at the West Edmonton Mall, which boasts over 30,000 parking spots.

■ The first parking ticket was issued on August 6, 1935, in Oklahoma City.

■ A parking garage in Miami Beach, described as having a "stunning" design, has hosted weddings, wine tastings, and dinner parties.

■ The first ever parking sign was from c. 700 BC, Ancient Assyria, and read: "ROYAL ROAD – LET NO MAN DECREASE IT."

Source: *Parking Panda*

Your groceries are here – go and get them!

As online shopping becomes increasingly popular, grocery retailers are experimenting with different models to complete that challenging “last mile.” Besides a variety of grocery delivery services, we are seeing versions of “click-and-collect” models, and now, the latest iteration – autonomous delivery. Order your groceries online and have them delivered without ever seeing anyone. Just what the introvert ordered!

Here are just a few of the pilot projects under way in the U.S.

- General Motors has teamed up with DoorDash to test an autonomous food-delivery service in San Francisco, using GM’s Cruise driverless vehicles.

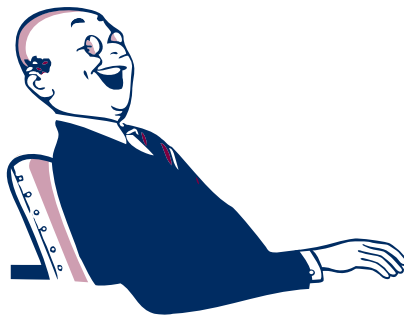
- Walmart U.S. announced a pilot with autonomous vehicle company Udelv in Surprise, Arizona. Says Walmart: “What’s really

cool is that Udelv will utilize a cargo van custom-made to deliver fresh groceries – hand-picked by our personal shoppers – to customers. We’re still learning – it’s a pilot – but, we want

to make sure we stay on the cutting edge of grocery delivery by exploring what’s new and next.”

- In a slightly different model, U.S. grocery giant Ahold Delhaize’s Stop & Shop chain is launching driverless grocery vehicles in the greater Boston area this spring as part of an arrangement with San Francisco-based startup Robomart. Customers can summon a Robomart vehicle with a smartphone app. When the vehicle arrives, they unlock its doors and personally select the produce and other products they want to purchase. When they are finished, they close the doors and send the vehicle on its way. The vehicles’ RFID and computer vision technology automatically record what customers select and receipts are e-mailed within seconds. Throughout its delivery journey, the refrigerated vehicle will be restocked with fresh goods.

It’s all about letting customers shop when, where, and how they want.



FRANK SAYS

Frank and my monthly “bitch session” found a new venue in February as this gruesome two-some are both looking at an electric vehicle (EV) as our next ride; not because we are environmentally savvy but a green plate gets us in the HOV lanes for a faster commute on the always packed highways of the GTA.

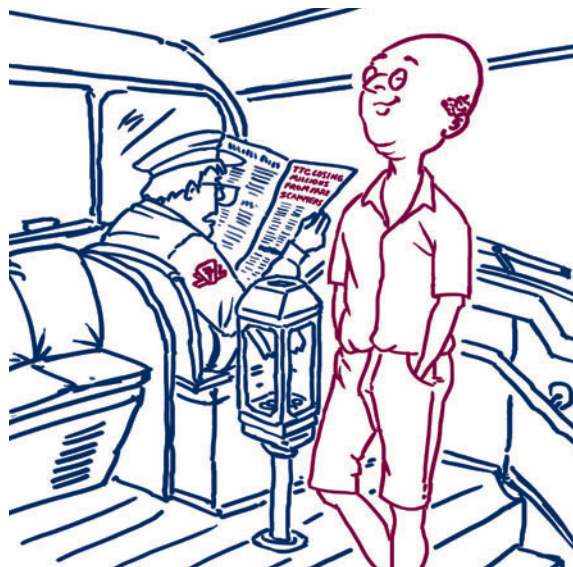
Frank suggested a beverage first in downtown Toronto and, believe it or not, proposed we both take public transit. Right away, I knew something was brewing in Frank’s thinktank. As a seasoned veteran of the Union Pacific Express (UPE), I parked my car at the airport and headed downtown to meet him. I was there a little early and Frank rolled in right on time with a fresh copy of *The Toronto Star* and some extra newspaper clippings. His relaxed demeanor and broad smile concerned me even more than his public transit suggestion but I pretended not to notice, and a couple of adult beverages later, his topic (think “rant”) of the day began.

It seems that Toronto’s auditor general had just released a report that showed the Toronto Transit Commission (TTC) was losing over \$60 million a year due to fare evasion. As a lifelong Torontonian, I grew up with the TTC’s slogan “The Better Way.” The TTC was a huge part of my life as a kid going downtown to Maple Leaf Gardens to watch the Leafs and the Marlies, and was indeed the better way before we had our own cars.

Fast-forward 50 years, and the TTC has created so many flaws in the way fares are collected that, between ride thefts and equipment failures, passengers have figured out many methods to ride for free.

The silliest of all these flaws are the streetcars, where there is no interaction between the passengers and the streetcar operators, and you can access the streetcar from both the front and rear doors. It is estimated that over 15% of all riders on TTC streetcars pay no fare.

I was shocked by the report, and asked Frank why he would be so cheery about something that was costing the TTC directly and taxpayers indirectly this much money when the TTC really is “the better way” for so many Torontonians. The smile on his face told it all. It seems Frank wanted to check the validity of the story and got to the Convention Centre by bus, subway and streetcar, and had avoided paying on each segment of his trip downtown.



As Frank says:

“The TTC goes from better to best when the ride is

FREE!”

Social Networking

Truckers are a tight-knit community. Because they spend so much time alone on the road, they thrive on social media, sharing their thoughts, voicing their opinions, asking questions, seeking employment – the list goes on. Their smartphones and tablets are loaded with their favourite apps.

Here are some popular online networks and apps for veterans and newbies alike.

Canadian Truckers Forum

Described as “a place for all you Canadian truckers to discuss trucking issues related to Canada’s trucking industry,” this forum reportedly has more than 160,000 members and 192,000 threads – including “My wife is one hell of a driver!” (but is having trouble finding a job!). There are separate forums for company drivers, owner operators, freight brokers, and more, as well as a section where new drivers can ask questions and get advice.



www.thetruckersreport.com/truckingindustryforum/forums/canadian-truckers-forum.329/

Truckstop Canada Forums

There’s something for everyone here – a Newbies Forum, Product Reviews, Independent Owner Operator Forum, Drivers’ Roundtable, and even a section for “Rest and Relaxation” that includes Health and Wellness, Family and Hobby, Roadside Café, Joke Corner (they kept ‘em clean!), and much more.



www.truckstopcanada.ca/forum/

Lose It!

It can be difficult for truckers – and many others – to stay in shape, given their work schedule. But Lose It! can help. Just download the app and enter your profile details and goal weight. The app will calculate the daily calorie budget that is best for you. Then it’s just a matter of tracking your food, weight, and activity. Use it and lose it!



<https://play.google.com/store/apps/details?id=com.fitnow.loseit&hl=en>

Women’s Trucking Federation of Canada

“In the office, under the hood or behind the wheel, we’re all pieces of the puzzle,” proclaims the Women’s Trucking Federation of Canada. The networking organization is designed to empower and expand the employment of female truck drivers. “An important part of this goal is getting more involved with young people at the high school level, or even elementary school,” says the website. “We aim to help our youth better understand trucking and to promote trucking as a viable career option.” The website includes information on scholarship and mentorship programs, as well as blogs, news, and links to the network’s frequent postings on Twitter and Facebook.



www.womenstruckingfederationofcanada.ca

Are you TOO social?

You may have thought that video you made playing a drinking game was the most hilarious thing ever, but chances are a prospective employer won’t agree with you.

A recent blog by transportation veteran Bruce Outridge on the Truck Training Schools of Ontario website reminds party animals – and all other social-media transgressors – that they leave a footprint that may come back to haunt them years later, perhaps when they are seeking a promotion.

When doing a job reference check, Outridge notes, employers may start by doing a simple Google search and flipping through a few social media accounts to see if the candidate fits the company profile. They may also monitor accounts through special programs that watch for a name and how it is used on the Internet, similar to a hashtag on Twitter. He warns that if you post on social media, it takes only one share to your network for the post to live on in infamy. Even if you later delete it, a copy will still be floating around.

“Even if no one is commenting, they may still be watching,” cautions Outridge. “A good general rule is that if you wouldn’t say something in public, then you may want to keep it off social media.”



2019

April 25

TTC Transportation Night: British Invasion

Palais Royale, Toronto

Contact: Toronto Transportation Club

Telephone: 416-886-5450

E-mail: membership@torontotransportationclub.com

Web: www.torontotransportationclub.com

April 26-27

AMTA Annual Leadership Conference and AGM

Pomeroy Kananaskis Mountain Lodge, Kananaskis, Alta.

Contact: Alberta Motor Transport Association

Telephone: 1-800-267-1003 (Calgary);

1-877-448-7456 (Edmonton)

E-mail: info@amta.ca

Web: www.amta.ca

April 28-May 1

WERC 2019 Annual Conference

Greater Columbus Convention Center, Columbus, Ohio

Contact: Warehousing Education and Research Council

Telephone: 630-990-0001

E-mail: conference@werc.org

Web: www.wercconference.org

April 30-May 2

IANA Operations, Safety & Maintenance Business Meeting

Lombard, Ill.

Contact: Intermodal Association of North America

Telephone: 301-982-3400

E-mail: info@intermodal.org

Web: www.intermodal.org

May 7

OTA Annual Spring Golf Classic

Glencairn Golf Club, Halton Hills, Ont.

Contact: Ontario Trucking Association

Telephone: 416-249-7401

E-mail: events@ontruck.org

Web: www.ontruck.org

May 16

TTC Spring Golf Tournament

ClubLink

Contact: Toronto Transportation Club

Telephone: 416-886-5450

E-mail: membership@torontotransportationclub.com

Web: www.torontotransportationclub.com

May 26-29

CTRF 54th Annual Conference

Pinnacle Harbourfront Hotel, Vancouver

Contact: Canadian Transportation Research Forum

Telephone: 519-421-9701

E-mail: cawoudsma@ctrf.ca

Web: www.ctrf.ca

May 29-31

SCMA National Conference

Montreal

Contact: Supply Chain Management Association

Telephone: 416-977-7111; 1-888-799-0877

E-mail: info@scma.com

Web: www.scma.com

May 30

PMTC Spring Golf Tournament

Heron Point Golf Links, Alberton, 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

May 31-June 2

BCTA AGM and Management Conference

Delta Hotels by Marriott 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 3-6

CCMTA Annual Meeting

Ottawa

Contact: Canadian Council of Motor

Transport Administrators

Telephone: 613-736-1003

E-mail: info@ccmta.ca

Web: www.ccmta.ca

June 6

OTA Day with the Blue Jays

Summit Suite box, Rogers Centre

Contact: Ontario Trucking Association

Telephone: 416-249-7401

E-mail: events@ontruck.org

Web: www.ontruck.org

June 7-8

Atlantic Truck Show (presented by Atlantic Provinces Trucking Association)

Moncton Coliseum, Moncton, N.B.

Contact: Mark Cusack, Show Manager

Telephone: 506-658-0018; 1-888-454-7469

E-mail: mcusack@mpltd.ca

Web: www.atlantictruckshow.com

June 12-14

PMTC AGM and Conference

Crowne Plaza Fallsview, Niagara Falls, 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

TTC Women in Transportation Ladies' Lunch

Palais Royale, Toronto

Contact: Toronto Transportation Club

Telephone: 416-886-5450

E-mail: membership@torontotransportationclub.com

Web: www.torontotransportationclub.com

July 19

TTC Ladies on the Links

ClubLink

Contact: Toronto Transportation Club

Telephone: 416-886-5450

E-mail: membership@torontotransportationclub.com

Web: www.torontotransportationclub.com

July 20

Southern Alberta Truck Expo and Job Fair

Lethbridge Exhibition Park, Lethbridge, Alta.

Contact: Southern Alberta Truck

Exposition Association

Telephone: 587-434-SATE

E-mail: southern.abte@gmail.com

Web: www.southernalbertatruckexpo.ca

July 26-28

Great Canadian Truck Show

Flamboro Speedway, Hamilton, Ont.

Contact: www.facebook.com/pg/

greatcanadiantruckshow/posts/

September 12

TTC Power of Education Golf Classic

Blue Mountains, Ont.

Contact: Toronto Transportation Club

Telephone: 416-886-5450

E-mail: membership@torontotransportationclub.com

Web: www.torontotransportationclub.com

September 15-18

Intermodal Expo

Long Beach, Calif.

Contact: Intermodal Association of North America

Telephone: 301-982-3400

E-mail: info@intermodal.org

Web: www.intermodal.org

September 17

OTA Annual Fall Golf Classic

Glen Abbey Golf Club, Oakville

Contact: Ontario Trucking Association

Telephone: 416-249-7401, ext. 231

E-mail: yvonne.macaulay@ontruck.org

Web: www.ontruck.org

September 22-25

TAC-ITS Joint Annual Conference & Exhibition

Halifax, N.S.

Contact: Transportation Association of Canada

Telephone: 613-736-1350

E-mail: conference@tac-its.ca

Web: www.tac-its.ca

September 24

PMTC Fall Golf Tournament

Glencairn Golf Club, Halton Hills, 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

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