

Pictured from left: Roland Weicht, Regional Manager, Toronto, Canpar; Doug Reynolds, Manager, Buildings and Sort Systems, Canpar; Hon. David Miller, Mayor of Toronto; Alain Bédard, Chairman of the Board, President and CEO, Transforce Income Fund;

Mark Grimes, Councillor, Ward 6 Etobicoke-Lakeshore; Wayne Baker, Director of Building and Equipment, Canpar; Paul MacLeod, Vice President, Operations, Canpar

New Canpar hub delivers the goods

Canpar's new state-of-the-art distribution hub is a lasting tribute to its late president and CEO, John Cyopeck.

Wednesday, June 28, was a proud day for Canpar Transport L.P. That's when the parcel delivery specialist officially opened the doors of its brand new state-of-the-art Toronto distribution facility. But while the occasion was cause for celebration, it was also a time of sorrow as the company paid tribute to its late president and CEO, the visionary behind the project, by christening the hub The John Cyopeck Centre.

This issue of *Report on Transportation* is dedicated to our good friend John Cyopeck (1944-2006)

IN THIS EDITION

Pitching In
Rotary Club racks up
another successful Ribfest
Travel Tips
North to Alaska

Customer Connection
Transforce Income Fund

Tech Talk
Spec'ing the right trailer

Industry Notes
Trailcon joins NationalLease
as charter trailer member

Intermodal Insights
Wheels Group buys U.S.
intermodal firm
and much more!

report on TRANSPORTATION what's INSIDE

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

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Trailcon Leasing Inc.
6950 Kenderry Gate
Mississauga, ON L5T 2S7
Tel: 905-670-9061
Fax: 905-670-9066
Web: www.trailcon.com



A parcel-sorting conveyor system maximizes flow-through in the new hub.

The 170,000-square-foot facility, situated in Etobicoke, Ont., replaces the company's aging 100,000-square-foot hub in downtown Toronto. Robert Tersigni, vice-president of business development, who acted as emcee for the ceremonies, noted that the hub is a \$22-million investment that follows the opening of a similar facility in Montreal last year.

"This is an important investment in the future of Canpar," said Alain Bédard, chairman, president, and CEO of TransForce Income Fund, Canpar's parent company. "Canpar is the largest Canadian-owned parcel delivery company, and is an important part of the TransForce group of companies. The technological capabilities of the new hub will significantly improve the efficiency of Canpar's operations, increasing both competitiveness and profitability. We anticipate both enhanced customer service and rapid payback on our \$22-million investment in leading-edge technology and equipment."

Bédard told the assembled guests that Canpar has doubled in size since 2003, attributing its success to the emphasis placed

on its people. "John Cyopeck believed strongly in the TransForce commitment to employees," he noted. "The new technology is an important customer-focused investment, but it is equally important to us that the new centre be a much better workplace for the employees."



The new hub boasts the most advanced technology in North America. Its computerized system ensures accurate measuring and weighing of all parcels passing through the facility, some 20,000 pieces an hour! Other features include a parcel-sorting conveyor system to maximize flow-through, individual package carriers that will significantly reduce damage, a series of bar-code scanners to maximize shipment visibility and routing,

and the latest advances in security systems to ensure package safety.

The building is also environmentally friendly. It was designed to achieve LEED (Leadership in Energy and Environment Design) certified status by incorporating energy efficiency and sustainable design measures—such as recycling rainwater for use in toilets and for watering gardens—that result in reduced energy consumption and operating costs. It was also one of three finalists nominated for the National Association of Industrial and Office Properties (NAIOP) Industrial Development of the Year Real Estate Excellence (REX) Award.

The event was attended by some 400 people, including the Honourable David Miller, Mayor of Toronto, who praised Canpar for bringing jobs to Toronto and being the first building to be LEED-certified in the City of Toronto.

The ceremonies concluded with the unveiling by Bédard of a plaque dedicated to John Cyopeck, followed by a tour of the facility.



Editorial

Taking the mayors to task

Every three years in our province, we have the opportunity to make a significant difference in the town or city in which we live and work. Municipal elections typically take place with little fanfare – the usual lawn signs (and a conspicuous absence thereof in Mississauga from perennial incumbent Mayor Hazel McCallion), sparse local coverage, and the customary silliness from the goofy Mayor of Toronto. A couple of days after the November 13 election, our lives will go on as usual.

The number of citizens who actually vote in the Ontario Municipal elections is very low. In the last election, only 24% of eligible voters in Brampton and 25%* in Mississauga took the time to cast their ballot. This year, if you live in either location, please call the office of the Mayor (see contact information below) and ask the following questions. If you get the usual dumb answers, then vote for somebody else and make sure Mayor McCallion of Mississauga or Mayor Fennell of Brampton knows why you won't support her. I am fortunate that I live in Caledon, because our Mayor is Marolyn Morrison. She's a gal who gets it and truly understands the big picture when it comes to what is best for Caledon and the Region of Peel.

What will really make a difference is letting her know during your phone call, or better still in writing, that your business is located in Mississauga or Brampton and you are seriously considering relocating to Caledon due to traffic congestion caused by municipal mismanagement. So here goes with a few short questions:

1. Why is Hwy 410 a parking lot southbound from 6:00 a.m. to 9:30 a.m. every business day?

2. Why is Hwy 410 a parking lot northbound from 3:30 p.m. to 7:00 p.m. every business day?

3. Why is Kennedy Road four lanes plus dedicated turn lanes right through Mississauga and Brampton, but narrows to two lanes over Hwy 407?

Big pause and lots of silliness coming your way. Now let the real fun begin.

4. If Mayor McCallion blames Mayor Fennell and/or they both blame Peel Regional Chair Emil Kolb, ask them who put Mr. Kolb into his position.

5. If they say it's the fault of Hwy 407, tell them you've seen the pictures, and the columns are all in place for the expansion (see photo below), so it sure doesn't look like 407 is to blame.

6. If they blame it on the province, ask them why the province

would pay for a city or regional road.

7. If they blame it on the lack of funds, ask them how much money they collected from both the residential and corporate developers who are in the area, and why some of these millions of dollars were not earmarked for the bridge. If they tell you the bridge is in the "Master Plan" and will soon be under construction, ask them what the start date and projected completion date are. Completion would obviously reduce congestion for residents who live in Mississauga and work in Brampton, and vice-versa.

Now a little hesitation, and then ask the next question, which is a beauty.

8. Why is McLaughlin Road, which is only two roads to the west of Kennedy Road, four lanes plus dedicated turn lanes right through Mississauga and Brampton, but narrows to two lanes over Hwy 407?

Ah, time to relax for a moment and get ready for more fun.

9. Repeat question #4.

10. Repeat question #5.

11. Repeat question #6.

And so on . . .

Finish up by telling the Mayor that, now that you have spoken to her or written her a letter that elicited the usual non-sensical response, Caledon is looking better all the time, as is the candidate Mr. or Mrs. X. Tell her that her procrastination, finger-pointing, and lack of respect for your travel time and costs incurred by your customers, employees, and suppliers is unacceptable, and then tell her that you and all members of your household will be voting on November 13. Let her know we need to finish these roads and any others that are stalled in the quagmire of municipal politics and bureaucratic bumbling. Then do what most don't bother to do – cast your municipal ballot.



From left to right: Looking south towards Mississauga (four lanes); Finished columns for bridge expansion at Highway 407; Looking north towards Brampton (four lanes)

Mayor Hazel McCallion

Office of the Mayor,
City of Mississauga
300 City Centre Drive,
Mississauga, ON, L5B 3C1
mayor@mississauga.ca
Telephone: 905-896-5555

Peel Regional Chair Emil Kolb

10 Peel Centre Drive,
Brampton, ON, L6T 4B9
chair@region.peel.on.ca
Telephone:
905-791-7800, ext4310

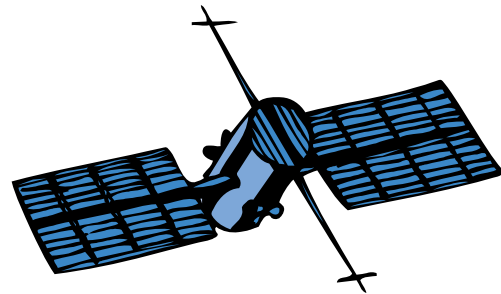
Mayor Susan Fennell

The Mayor's Office,
City of Brampton
2 Wellington St. West,
Brampton, ON, L6Y 4R2
mayor@brampton.ca
Telephone: 905-874-2600

TECH TALK

Spec'ing the right trailer

By Todd Dennis



Spec'ing the right trailer now will save fleet managers money down the road.

While price is a major consideration in any trailer lease or purchase, it should never be the only one. Every fleet manager should be spec'ing a trailer to withstand the day-to-day pressures that it might face. Here are just a few tips on how to spec the right trailer components for your operation:

Tires – Whether you are a line-haul or city operation, spec'ing the right tire can have a huge impact on your bottom line. City operations should have a

high-profile, scrub-resistant tire for wear resistance, while highway operations should have low-profile, smooth-rolling tires for reduced road resistance and fuel economy.

Dolly legs – If you or your customers have an uneven yard, you know that you will have damaged legs caused by dropping from too high while under load. Try the 10-year-warranted, lubeless, greaseless dolly legs. They may withstand some of the impact, as well as cost less to maintain.

Lighting – LED lighting is more expensive, but warranty packages of five, seven, or 10 years will pay off down the road. Extra savings are realized through reduction of downtime while a driver waits for a burned-out incandescent light to be replaced, since the LEDs last much longer.

Body type – Knowing your

operation and your customer's operation and products makes a huge difference in your spec. If your customer hand bombs, or uses a hand pump lift truck, you might be able to spec a post and panel, so you can max out on weight and not worry about interior damage. If your customer uses your walls as a forklift guide to the front of the trailer, make sure you spec a plate-style or FRP trailer with the appropriate scuff liner and front kick plate. An added bonus is better customer relations, as you won't be battling with your customer over who pays for internal damages.

In-line filter – This less-than-five-dollar item should save you hundreds in air-line and valve-system repairs. Make sure you spec this small filter that prevents debris from getting into the system at the source.

Mechanical components – Make sure you investigate

who has the best OEM warranty, both at the manufacturer and distributor levels. All warranties are not created equal. A good supplier who stands behind its product, and steps up to the plate quickly is worth its weight in gold. Who wants a supplier that drags its feet for six months in reimbursing you on a failed component? Certain seal manufacturers are so confident in their product that they offer a brake-job-to-brake-job warranty that not only includes seal parts and labour, but brake shoes as well, if their part fails.

There are many more items that can be listed. A diligent fleet manager will do his work prior to ordering his trailers. It may cost a few more dollars up front, but will reap tremendous savings in less downtime, better customer service, fewer road failures, and recouping on warrantable parts.





PITCHING IN

Rotary Club racks up another successful Ribfest

By Donna-Lynn Tymochenko

Last month, the Mississauga Civic Centre was the scene of the Rotary Club's Third Annual Ribfest, and once again, this event was a tremendous success. Historically, Rotarians have volunteered countless hours on events such as this, and the Mississauga chapter is no



Co-chairman Murray Groves and his team put on an outstanding event.

exception. Co-chairman of the event, Murray Groves, and his dedicated team gave freely of their time for the entire week-end, not to mention a month's advance preparation, to ensure another outstanding event

bolstered by significant local sponsorship.

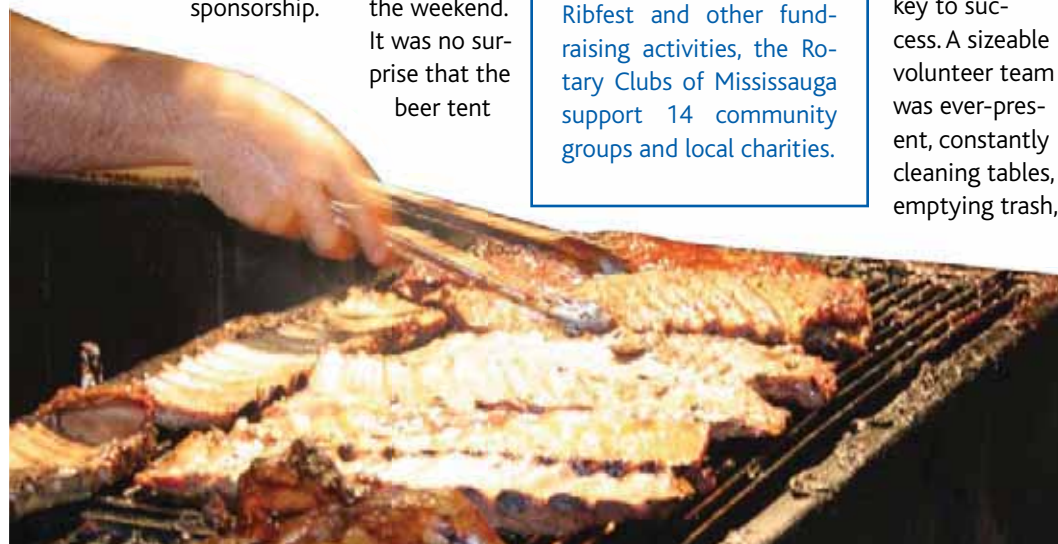
This year, I brought the family along on Friday to sample the specialties of several skilled "ribbers," who travel across North America each summer

to compete in numerous Ribfest challenges. The food was terrific, with 10 varieties of ribs to choose from, as well as a host of other food vendors, all offering reasonably priced meals. The live entertainment provided a variety of blues and rock 'n roll music, with several bands taking the stage throughout the weekend. It was no surprise that the beer tent

was quite popular, and there was plenty of seating available. On Sunday, we returned and, in addition to sampling more ribs, spent some time at the cultural displays set up by local artisans, who presented a variety of crafts and hand-made jewelry. There were also a number of children's entertainers and a midway that was, of course, popular with the younger set. The Ribfest event organizers are to be commended on their efforts, as they clearly demonstrated that effective planning is the key to success. A sizeable volunteer team was ever-present, constantly cleaning tables, emptying trash,



The Rotary is a worldwide organization of business and professional leaders that provides humanitarian service, encourages high ethical standards in all vocations, and helps build goodwill and peace in the world. Approximately 1.2 million Rotarians belong to more than 32,000 clubs in more than 200 countries and geographical areas. With proceeds from events like Ribfest and other fund-raising activities, the Rotary Clubs of Mississauga support 14 community groups and local charities.



Donna-Lynn Tymochenko

directing visitors, selling tickets, and serving beverages. Mississauga City Hall, with its ample parking and seating, and efficient security and maintenance personnel, is the perfect venue for such an event. The result was a well-organized blend of food and drink locations, entertainment, and displays. The event offered something for everyone, and has become an annual celebration of both cooking and community that promises to be a summer highlight for years to come.



The Mississauga City Hall was a perfect venue for the Ribfest.



A number of bands took the stage throughout the weekend.

TransForce Income Fund



Alain Bédard, Chairman of the Board, President, and CEO.

When it comes to an appetite for acquisitions, perhaps no company is as hungry as TransForce Income Fund. Since becoming an income trust in October 2002, it has acquired more than 30 operating companies, making it the largest trucking company in Canada. Along the way, it has increased revenues by 240% and net income by 759%, while paying out nearly \$300 million in distributions and dividends to unitholders and tracking shareholders.

Most recently, it announced plans to add Byers Transportation System Inc., an Edmonton-based less-than-truckload carrier, to its stable, expanding its reach into the Yukon and Northwest Territories and bringing its acquisitions for 2006 alone to five (as of press

time). Like TransForce's other acquisitions, Byers will continue to operate as a wholly owned subsidiary of the Fund.

In 2005, TransForce completed multiple substantial acquisitions. It continues to build its base in Western Canada, where it can take advantage of the rapid growth of the energy sector. "Strategically, [these acquisitions] added to our participation in the robust economy of Western Canada, and expanded our operations into two promising, higher-margin businesses—waste management and oilfield services, which has the added benefit of requiring limited capital spending," said Alain Bédard, Chairman of the Board, President and Chief Executive Officer.

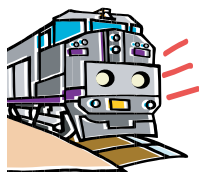
TransForce now comprises more than 45 independent operating companies in four distinct business segments: less-than-truckload and parcel delivery, truckload, specialized truckload, and specialized services, which includes waste management, oilfield services, and logistics and dedicated fleets companies. In 2005, the Fund recorded revenues of more than \$1.5 billion, and is well on track to surpass that this year, having recently announced revenue for the six months ended June 30, 2006, of \$814,108,000. Further, it has posted a stunning return on equity of 31.3% as of December 31, 2004; 43.8% for the same period in 2005; and 34.9% for

the 12-month period ending March 31, 2006.

As of year-end 2005, TransForce boasted some 216 terminals—64 in Ontario, 57 in Western Canada, 83 in Quebec, and 12 in the Atlantic provinces, as well as three in the U.S. Its subsidiaries operate throughout North America, serving more than 60,000 customers across a broad range of industries.

If TransForce is any indication, size *does* matter. The company benefits from economies of scale to create efficiencies across the organization, while customers enjoy one-stop shopping for virtually all of their transportation needs.

**TransForce**



INTERMODAL

INSIGHTS

Wheels Group buys U.S. intermodal firm

Bluenose Holdings Inc., a subsidiary of the Wheels Group, Mississauga, Ont., has purchased Clipper Group, a 3PL (third-party logistics) firm based out of Chicago, from Arkansas Best Corp. A transportation and logistics service provider since 1938, Clipper specializes in domestic dry and temperature-controlled intermodal and truckload logistics throughout the U.S.

"Though the acquisition immediately increases our total revenue by 75%, the subsequent benefits to our clients are even more significant," says Doug Tozer, CEO of the Wheels Group. "A stronger U.S. presence, increased coverage, and leveraged buying power will grow our business exponentially to further enhance our capabilities as a North American logistics provider with international reach."

Clipper Group had revenue of US\$25.7 million in the first quarter of 2006, up from US\$23.5 million a year earlier.

Railways boast strong Q2 and half-year results

Both CN and Canadian Pacific Railway recorded healthy results for the second quarter and half year of 2006.

CN reported second-quarter adjusted net income of \$479 million, a 22% increase over a

year earlier. Its operating ratio of 58.6% represented a 2.6-point improvement.

Intermodal revenues surged 17% during the quarter, as the railway benefited from growth in international container traffic, primarily from Asia, and increased transborder and domestic movements.

Net income for the first six months of 2006 was \$1,091 million, while operating ratio for the first half of 2006 was 62.3%, a 2.7-point improvement.

For its part, CP announced second-quarter net income of \$378 million, an increase of \$254 million over the same period in 2005. Operating ratio improved to 75.1%, a second-quarter record for the railway.

For the first half of the year, net income was \$489 million, an increase of \$285 million over 2005. Operating ratio improved 160 basis points to 77.2%.

Port of Halifax looking shipshape

On a recent walk through Halifax's sprawling Point Pleasant Park, which abuts the Port, this writer couldn't help but notice the hundreds of stacks of containers, all bearing the label "China Shipping," the large Asian container line. The city is already benefiting from Asian trade arriving by way of Egypt's Suez Canal, rather than the shorter, but more congested, Pacific route. Sears Canada Inc., Reitman's (Canada) Ltd., and Sony of Canada Inc. are just

three of the companies who have chosen to import through Halifax to avoid sole dependence on Vancouver.

As west coast ports struggle with overcapacity, the under-used Port of Halifax is ideally positioned to take on more cargo. So is the city itself, as it has plenty of available land nearby for trucking companies, rail yards, logistics companies, and warehouses.

The ports of Halifax and Montreal also stand to gain significantly from a proposed expansion of the Panama Canal to accommodate the booming Asian trade, says a report in *The Globe and Mail*.

The Panama Canal Authority has recommended the construction of a new lane that would double the 92-year-old Canal's capacity, as well as allow it to accommodate the world's largest containerships. The expansion will take several years, however. Panama is expected to hold a national referendum before the end of the year. If approved, construction on the US\$5.25-billion project will begin in 2007 for completion by 2014.

Port of Vancouver choking on success

Mid-year stats for cargo through the Port of Vancouver show significant increases. Container volumes reached 1,035,189 TEUs, up from 853,238 in 2005 – a 21% gain. "With the busiest season still ahead of us, we expect to easily pass the two-

million-TEU mark by the end of the year," says Chris Badger, vice-president, customer development and operations, with the Vancouver Port Authority.

But the Port may choke on its own success if the latest forecast study by the Western Transportation Advisory Council (WESTAC) is any indication. It predicts that container traffic will nearly triple by 2015, and the province will require additional container and terminal capacity, and improved road and rail networks to handle the demand.

"Our study shows we won't be able to reach the predicted volumes without adding capacity," warns Ruth Sol, president of WESTAC.

Following last summer's withdrawal of services by most lower mainland container truckers, the Port recently implemented a mandatory Truck Licensing System. It requires operators to comply with mandatory terminal reservation systems, participate in a truck monitoring and vehicle location program, disclose vehicle and driver safety information, and meet enhanced environmental and safety standards.

Meanwhile, the boards of directors of the Fraser River, North Fraser, and Vancouver Port Authorities are exploring the possibility of a new integrated port entity for the lower mainland gateway of British Columbia, so freight could be evenly distributed among the different authorities.

TRAVEL Tips!



NORTH TO



For these neophyte cruisers, a voyage up the coast of Alaska was just the ticket.

By Dave Chapman,
President, Wilsons Truck Lines

My wife Joanne and I had always wanted to see Alaska. Neither of us had ever been on a cruise, and so, one week-end late last year, we decided – somewhat impulsively! – to take an Alaskan spring cruise instead of going south. The following Monday morning, I was on the phone to our travel agent, and booked the first departure from Vancouver on Princess Cruises. When I got home that night and outlined our now-booked and paid-for trip, I may not have been the most popular person in the house. As our departure date got closer, we both felt a little tense, not knowing what to expect.

We needn't have worried!

On May 15, we flew to Vancouver, arriving by noon and

boarding the Island Princess, a 2,000-passenger premium liner, at 2:30 p.m. the same day for our eight-day, seven-night cruise.

Our first port of call was Ketchikan, the ancestral home of the Tlingit, Haida, and Tsimshian Indian tribes. There we toured the Saxman Native Village, which features the largest collection of totem poles in the world, and walked the town. Ketchikan, the self-proclaimed salmon capital of the world, is truly a port town – half the city is built into the spruce-covered mountainside, while the other half sits on stilts over the water.

Then it was on to Juneau, the state capital, where we boarded a smaller boat to go whale-watching. We were thrilled to see some 15 Humpback whales, as well as lots of seals and bald-headed eagles.

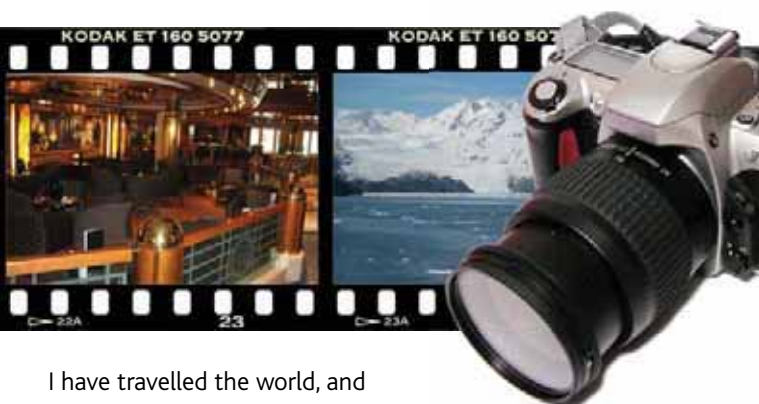
The following day, we visited Skagway, the gateway to the Klondike Gold Rush in the late 1800s. While it once boasted a population of over 10,000, with another 20,000 passing through to strike it rich, it now has a year-round population of less than 800. Still, it retains its character from those heydays, if not the saloons! We thoroughly enjoyed walking the town, seeing the sites and visiting the shops. I imagined how the conditions might have been in the 1800s, and marvelled at how isolated it was from the rest of the world.

From Skagway, we sailed into Glacier Bay (also a national park), where we cruised by the massive tidewater glaciers in a bay surrounded by snow-covered mountains. Some, as the ship's guides explained, are a mile wide and reach 25 miles back into the valleys. It was an awesome sight. Likewise was College Fjord, the home of 16 glaciers named for the Ivy League colleges that sponsored the Harriman Expedition of scientists and artists in 1899.



Dave Chapman

ALASKA



I have travelled the world, and I've never seen anything like this before.

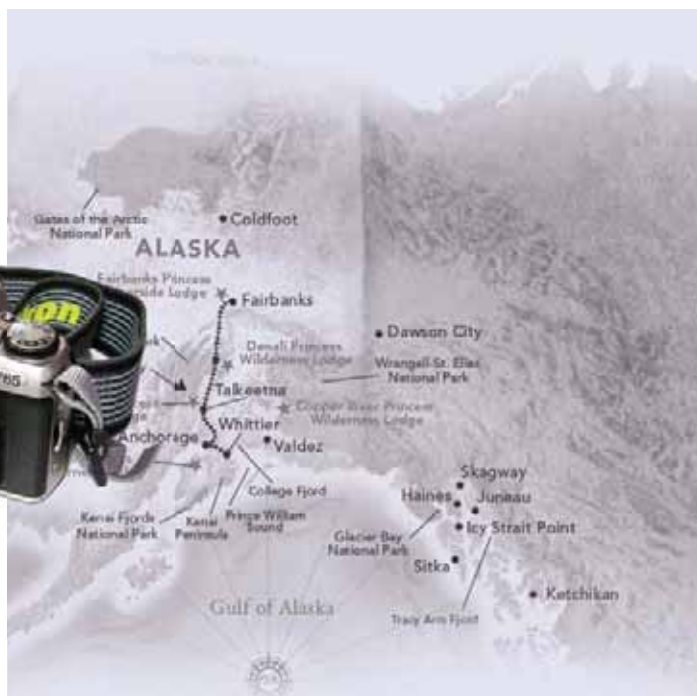
Our cruise ended at the hamlet of Whittier, about 50 miles from Anchorage. Established during World War II as a military supply port, it has only about 400 residents, all of whom live in the same apartment building; there are no houses. From Whittier, we took a bus to Anchorage for our flight back to Vancouver, and then caught the red-eye home.

The whole trip was an incredible experience. The ship's staff were unfailingly helpful and friendly. The service, the food, the people we met from all over the world – amazingly, there were very few Canadians! – were all that we could have hoped for. I would not only recommend this cruise;

I would recommend it to those who fear water and the movement of a boat because it was no problem whatsoever. I would also highly recommend Princess Cruises. I've not been on any other cruise line, but it couldn't get much better!

If I had it do over again, I would change just two things. First of all, I would fly to Vancouver a day earlier, so I could get on the ship earlier, when it would be less crowded and I would be more rested. Likewise, on the return trip, I would stay in Vancouver an extra night and catch an early flight back to Toronto, rather than taking the red-eye back the same day.

And so we arrived home exhausted, but revitalized and filled with happy memories.



If you go

Princess Cruise Lines has a cruise ship leaving Vancouver every day for Alaska during the season, from mid-May to mid-September. The same ships also do the trip in reverse, from Anchorage to Vancouver.

There are also a number of other cruise lines, in a variety of price ranges, serving Alaska, including Holland America, Carnival Cruise Line, Celebrity Cruises, Royal Caribbean Cruise Line, Norwegian Cruise Line, Radisson Seven Seas, and even some charter adventure travel cruises. For more information, visit www.alaskacruises.com, or google "Alaska cruises."



Dave & Joanne Chapman

INDUSTRY NOTES

Trailcon joins NationaLease as charter trailer member

Trailcon Leasing Inc. has joined NationaLease, the largest truck leasing system in North America, as the charter member of the organization's new trailer division. As a member of NationaLease, Trailcon joins more than 550 truck leasing companies across North America.

Trailcon customers will benefit significantly from this relationship. "As a result of our membership in NationaLease, our customers will enjoy the benefits of full-service coverage throughout North America," says Jim Wedgewood, VP and General Manager of Trailcon. "In addition, all service requests will receive 'priority' status when they are handed over to a service contact in any area."

NationaLease will work on the creation of a potential emergency Reciprocal Service Network specifically for this new group.

As the charter trailer member, Trailcon will provide emergency service to other future trailer leasing members.

Trailcon will also have access to NationaLease's many purchasing programs, as well as to some new initiatives geared to non-power leasing. Alan Boughton, President of Trailcon, will serve as the NationaLease company representative.



2005 a strong year for transportation

Canada's transportation sector posted strong growth for the second consecutive year in 2005 as economic activity in three major modes – trucking, rail, and aviation – increased substantially, according to a year-end review by Statistics Canada. Economic activity, as measured by gross domestic product (GDP), rose 4.5% in 2005, following a 4.6% increase the year before.

Trucking accounted for more than one-third of the GDP; air, water, and rail transportation combined contributed another

25%. Trucking's output rose 4.4% last year, reflecting a slight slowdown from 2004. Over the last decade, however, trucking has experienced an average annual growth of 5.2%, a higher rate than the 3.4% average for the overall economy.

Last year, the approximately 3,360 for-hire trucking companies generated \$27.1 billion in revenues, up 7.9% from 2004. A key shift occurred in the source of growth for trucking, as domestic traffic increased three times faster than international traffic.

OTA wants action on CTA emissions reduction plan

Ontario Trucking Association (OTA) President David Bradley is calling on the provincial Government to take action on several of the recommendations of the Canadian Trucking Alliance's plan for reducing harmful emissions from trucks. The recently released "Trucking and the Made-in-Canada Clean Air Act," a 14-point action plan to drastically reduce smog and greenhouse gas emissions in the freight transportation sector, contains a number of recommendations that fall under provincial jurisdiction.

OTA is asking the province to:

- Endorse the activation of speed limiters on all trucks that operate into, out of, and within Ontario at no more than 105 km per hour;
- Show leadership in the development of capital cost allowance rates that reward environmental investments, such as the new, more environmentally friendly 2007 engines;
- Similar to the U.S. federal government's regulation, introduce a 400-pound gross vehicle weight allowance for idling reduction technology placed on Ontario's trucks;

- Allow the use of the new generation of wide-base single truck tires at the same allowable weights as dual tires;
- Allow flexibility within the provincial truck weights and dimension standards to add non-payload aerodynamic improvements to their equipment;
- Expand the double-trailer network between the Province of Ontario and Quebec.

Based on emission factors and data provided by U.S. and Canadian federal agencies, the OTA estimates that the impact of these measures is the annual equivalent of removing 36,000 Class 8 trucks, as far as smog emission; 40,000 Class 8 trucks from the standpoint of particulate matter (respiratory illness emission); and 18,000 Class 8 trucks from a climate-change perspective.

By October of this year, diesel fuel used in the trucking industry must contain 97% less sulphur than current truck diesel, while all new truck engines must meet strict emission standards. "The air coming out of a truck's tailpipe will be cleaner than the air in most cities," says Bradley only half-jokingly.





CTA questions value of truck inspection blitz

Although the results of Roadcheck 2006, the Canadian component of the annual North American truck-inspection blitz, show a positive 10-year trend, David Bradley, CEO of the Canadian Trucking Alliance (CTA), questions the value of a one-week blitz. "Safety should be a 365-days-a-year preoccupation," he says. "More recent research suggests there should

be more focus on driving behaviour by all drivers than on the mechanical condition of trucks."

He also pointed out that the industry has long questioned the methodology used during Roadcheck. While the Commercial Vehicle Safety Alliance (CVSA) states that vehicles are inspected randomly, no statistics are kept on the number of vehicles waved through an inspection station and considered "passed" due to the presence of a valid CVSA inspection

decal. "A few years ago, at the industry's request, these numbers were tracked, and resulted in significant reductions in out-of-service rates. However, that practice was discontinued, and the validity of the numbers has suffered as a result," says Bradley.

Moreover, the industry questions the linkage between out-of-service rates recorded and real-life safety performance. An out-of-service condition can occur for very minor infractions – something as simple as a burned-out signal light bulb. "By not providing details on the number of trucks showing a valid CVSA decal, nor on the number and type of serious defects that resulted in a shutdown or tow-away, there is a real limit to what can be learned from Roadcheck," says Bradley.

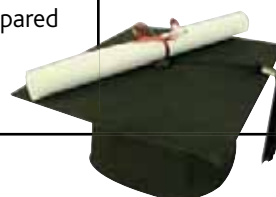
A total of 7,384 trucks were inspected in Canada over the three-day blitz. This year, 79.7% of vehicles passed the inspection process, compared with 81.4% in 2005 and 78.3% in 2004.

New pathways lead to P.Log designation

The Logistics Institute has introduced three additional pathways for logistics professionals to earn the Professional Logistician (P.Log.) designation.

The three new pathways – Lean Supply Chain Logistics, Front Line Logistics Program, and Essentials Logistics Program – join the two existing pathways, the Executive Development Program and the Standard Program.

"The Logistics Institute's expanded career mobility framework creates training paths that are tailored towards a logistician's individual needs," says Victor Deyglio, President of the Logistics Institute. "These pathways recognize the challenges facing logistics practitioners and the demands for ever-expanding and more sophisticated competencies."



Visit
www.loginstitute.ca
for more info!

Provinces move closer to adoption of speed limiters

The move to install speed limiters on trucks is gaining momentum; the proposal is getting political support in Quebec, where an all-party committee of the Quebec National Assembly submitted a report recommending that speed limiters be activated on all trucks and buses, with the maximum speed set at 105 km per hour.

The developments in Quebec follow closely on the heels of the passage at second reading of a private member's bill

in the Ontario legislature for speed limiters. The bill will be referred to the Legislature's Standing Committee on Finance and Economic Affairs for

further analysis before going to third reading, where, if it passes, it would become law.

Claude Robert, CEO of Group Robert of Boucherville, Que.,

and new chairman of the Canadian Trucking Alliance (CTA) following the untimely passing of John Cyopeck, says one of his first priorities is to encourage all provincial associations, jointly under the CTA banner, to push hard for the mandatory activation of speed limiters.

Meanwhile, the Owner-Operator's Business Association of Canada and the Private Motor Truck Council, which represents non for-hire fleets, continue to resist the proposal, claiming truck speeding is not a major issue.



FYI FOR YOUR INFO

Did you know ...

... that the light bulb is a Canadian invention? Canadians Henry Woodward and Matthew Evans patented their invention in 1875, but were unable to commercialize it. With the help of a syndicate of American industrialists, Thomas Edison bought the patent rights for \$50,000. He demonstrated "his" light bulb in 1879.



Make mine a Chrysler

You may grouse about some of your workplace policies, but they probably pale beside these monuments to tolerance, identified by global outplacement firm Challenger, Gray & Christmas in its latest version of "The Most Unbelievable Workplace Events."

- DaimlerChrysler's transmission plants in Kokomo, Indiana, have designated 80 percent of their employee parking as reserved for Chrysler vehicles only. Any non-Chrysler vehicle parked in a reserved area will be towed to Indianapolis, 50 miles away, where the employee will have to pay \$200 to get his or her car back. Guess they haven't driven a Ford lately.
- A woman says she was suspended from her job for spending too much time trying to rescue a squirrel trapped in the ceiling of the library where she worked. Apparently, it drove the boss squirrely.



... that the first trial of a "horseless carriage" in Toronto took place in December, 1896? The momentous event took place "at the works of John Dixon, Bay Street," *The Globe and Mail* reported at the time. "It was first intended to run the carriage on the street, but owing to the inclement weather, it was not deemed advisable." The machine weighed 700 pounds, and carried a 15-horsepower motor and 270 pounds of storage batteries. It was said to be capable of up to 15 miles per hour and five hours of driving before recharging.



... that most Americans don't know that oil comes from Canada? Only 4% were aware that Canada is the number one supplier of oil and gas to the United States, ahead of perceived major exporters such as Saudi Arabia, Iraq, and Iran. Further, 41% of the 1,000 voting Americans polled said they would pay more for oil if they were assured it came from a perceived safe source such as Canada instead of the volatile Middle East.



What are the odds?

We all know the odds of winning the 6/49 lottery aren't good. But just how unlikely are they? Darned slim, according to University of Toronto professor and statistician Jeffrey S. Rosenthal in his book *Struck by Lightning: The Curious World of Possibilities*. Here's how he describes them in *University of Toronto* magazine.

"A typical commercial lottery might involve selecting six different numbers between 1 and 49. If your six numbers match those selected, you win (or share) the big jackpot. For such a lottery, the probability is about one chance in 14 million. To put it in context, you are over 1,000 times more likely to die in a car crash within the year. In fact, you are more likely to die in a car crash *on your way to the store*

to buy your lottery ticket than you are to win the jackpot. If you bought one ticket a week, on average, you would win the jackpot less than once every 250,000 years. When picking seven numbers between 1 and 47 [for 7/47], the probability is one chance in 63 million."

OK, so what are the odds of being acquainted with three big winners from a little corner of Cape Breton? We'd call it defying the odds!

- The National Labor Relations Board refused to strike down a security company's rule that *prohibits* employees from getting together away from work. The policy forbids workers from going to lunch together, attending each other's weddings, or doing anything else they might want to do with each other outside of work. So that means the company picnic is out.

Have you read the one about the living dead?

Every year, *The Bookseller* magazine awards the Diagram Prize to the book with the Oddest Title of the Year. It was a tight race for 2005, but a worthy winner emerged:

- *People Who Don't Know They're Dead: How They Attach Themselves to Unsuspecting Bystanders and What to do About it*, by Gary Levon Hill. [Ed. Note: We know some of those people!]

The runners up:

- *Rhino Horn Stockpile Management: Minimum Standards and Best Practices from East and Southern Africa*, by Simon Milledge
- *Ancient Starch Research*, by Robin Torrence and Huw J. Barton
- *Circumcision by Appointment: A View of Life in and Around Manchester in the Eighteenth Century*
- *Soil Nailing: Best Practice Guidance*

Also on the shortlist:

- *Dining Posture in Ancient Rome*

Previous winners include: *The Big Book of Lesbian Horse Stories* (2003); and *How to Bombproof your Horse* (2004).

Really.

And we thought Margaret Atwood was strange!



Word watch

"Eat crow"

You've probably had to "eat crow" a few times in your life – i.e., acknowledge a mistake and suffer the humiliation that goes with it.

The expression originated in America in the 19th century. Crow would have been regarded as a rather distasteful dish, much like the original English "Umble Pie" (see below).

According to etymologist James Rogers, eating crow became the subject of a story reported in the *Atlanta Constitution* in 1888 that told the tale of an American soldier who wandered into British territory during the War of 1812, and shot a crow during a ceasefire. A British officer complimented the soldier on his shooting and asked to see the gun, which, when handed to him, he turned on the soldier, reprimanding him for trespassing and forcing him to eat a piece of the dead



crow. However, on having the gun returned to him, the soldier promptly turned the weapon on the officer, and made him eat the rest of the crow.

Or maybe it's just because crow tastes awful.

And while we're on the subject, the expression "eat humble pie," which has a similar meaning, had nothing to do with the word "humble" originally. "Umbles," a word from 16th century England, were the internal organs of animals hunted for their meat; while the lord and his guests dined on venison, his hunting staff ate pie made from the umbles. By the late 19th century, "umbles" had been mistranslated into "humble."



Sources: www.takeourword.com, www.word-detective.com

SITE-SEEING

TranspoCity

www.transpocity.ca

In an effort to attract young people to careers in transportation, the Western Transportation Advisory Council, with funding from Transport Canada, has officially launched this interactive Web site highlighting various occupations in demand today. It provides information on jobs in air, marine, rail, road, and logistics, including: pay scales, education and training requirements, and career paths. It also features brief video clips of young people working in the transportation industry.

The road category includes job descriptions for commercial vehicle inspector, operations manager, truck dispatcher, and truck driver. In case you were wondering, truck drivers earn between \$40,000 and \$75,000 annually, with an average wage of \$65,000.



NASA's astronomy picture of the day

<http://antwpr.gsfc.nasa.gov/apod/archivepix.html>

Marvel at the surface of Mars, gaze at galaxies, stare at stars—and much more—in this stunning collection of photographs from NASA.

Each day—dating back to June 16, 1995—the site features a new photograph or image. All are accompanied by a brief explanation written by a professional astronomer, incorporating links to additional information. You can view the entire list of subjects chronologically, or search by topic.



BOYS & THEIR TOYS...



One fine day in June, collectors and enthusiasts converged on fellow enthusiast Steve Plunkett's 120-acre country estate near London, Ont., for one of the most unique car shows of the season – the Fleetwood Country Cruize-In.

The event attracted 2300 antique and collectible vehicles of all eras and types, including 523 Corvettes. The special guest of honour was Kustom Kar King George Barris of Hollywood and a lineup of his original movie vehicles – the Batmobile, the Munster Coach, Dragula, James Bond's Aston Martin, the Monkee Mobile,

and the Super Van from the movie "Back to the Future." The Cadillac Garage, where Plunkett displayed his incredible collection of Caddies, was also a big hit.

Over 10,000 spectators enjoyed an amazing day full of activities, including entertainment, music, dancing, and an aerial show by WW II Harvard airplanes.

The largest tent ever erected in Canada – 100 x 250 feet and four storeys high – held a huge stage, dance floor and 2100 patrons at a sold-out sit-down dinner!

Plunkett also chose to use the occasion

to raise money – \$55,000 in total – in support of "Jesse's Journey – The Foundation for Gene and Cell Therapy," in the fight against Muscular Dystrophy.

The only disappointment of the day was the fact that some people had to be turned away for lack of space. However, plans are already in the works to fix this situation for next year's show, to be held June 9. Plunkett has purchased an additional 23 acres of land and is planning to enlarge the tent.



FRANK SAYS...

When Frank dropped by my office the other day, bulging briefcase in hand, I knew he had something to show me.

However, I never could have guessed what was bugging him this time!

Transgender strip searches!

It seems a man who was in the process of becoming a woman said he/she was strip-searched twice, two years apart, by Peel Police officers – once by a male police officer, and once by a female for the top half and a male for the bottom. This "woman," Frank explained, had breasts on top, but still had "the full lower package."

"So what's the problem?" I asked innocently. "Well, this so-called 'woman' wanted to be frisked by female officers, and 'she' was refused," Frank responded in mock sympathy. "So she took her case to court – and won!"

"Wait'll you see this," said Frank excitedly, pulling a thick document from his briefcase that he identified as the tribunal's decision on the case – "125 pages, no less," he snorted derisively. "The tribunal found the strip searches 'constituted unintentional discrimination on the basis of sex,'" he read aloud.

As if that's not bad enough, he added, the decision also requires training for officers who aren't sure if a detainee is transsexual. "Here's what it says," he chortled. "Have the person disclose his/her status to you; respectfully ask and obtain an answer." If the person doesn't answer, "then the officers have to ask a bunch of other questions to find out if Bobby or Barbie is on a medical program for 'sex reassignment surgery'. Like: 'What steps are you taking to live full-time in a manner consistent with your gender identity? That way, the cops are supposed to be able to tell the real transsexuals from the male cross-dressers or bisexual male prostitutes," said

Frank, shaking his head in disbelief. "So much for just asking: 'is that a banana in your pocket or are you just happy to be transgendered'?"

Anyway, from now on, he said, "a transsexual can be frisked by the sex of his/her choice. Now that's progress!"

By now, Frank was fit to be tied, muttering about wasting the public's money and the police's time on such crap. "I think our police officers have enough on their hands, without having to take training on how to frisk transsexuals."

AS FRANK SAYS: "Regardless of the decision in the Peel Police case by our liberal courts, I say, when it comes to searching transsexuals' bottoms, Peel's cops are tops."



CALENDAR OF EVENTS

September 13
SCL's Golf Classic

*Nobleton Lakes Golf Club,
Nobleton, Ont.*

Contact: Supply Chain & Logistics Canada

Telephone: 905-513-7300;
1-866-456-1231

Web: www.sclcanada.org

September 17-20
2006 Annual Conference & Exhibition of TAC

Charlottetown, P.E.I.

Contact:

Transportation Association of Canada

E-mail: services@tac-atc.ca

Web: www.tac-atc.ca

September 17-23
National Trucking Week

Contact: Rebecka Torn,
Ontario Trucking Association

Telephone: 416-249-7401, ext. 224

E-mail:

rebecka.torn@ontruck.org

Web: www.ontruck.org

September 20
OTA Allied Trades Fall Golf Tournament

*Glen Eagle Golf Club/
Caledon Woods Golf Club,
Bolton, Ont.*

Contact: Melanie Kowdrysh,
Ontario Trucking Association

Telephone: 416-249-7401, ext. 231

E-mail:

melanie.kowdrysh@ontruck.org

September 23-28
CVSA 2006 Fall Workshop

*Fairmont Royal York Hotel,
Toronto*

Contact: Commercial Vehicle Safety Alliance

Telephone: 202-775-1623

Web: www.cvsa.org

September 29-30
Truxpo 2006 Truck Trailer & Equipment Show

Tradex Centre, Abbotsford, B.C.

Contact: British Columbia Trucking Association

Telephone: 604-888-5319,
1-800-565-2282

Web: www.bctrucking.com

September 29-October 1
International Trucking Show

*Los Angeles Convention Center,
Los Angeles, Calif.*

Contact: 702-450-7662, ext. 118

Web: www.intltruckshow.com

October 15-18
2006 CSCMP Annual Conference

Henry B. Gonzalez Convention Center, San Antonio, Texas

Contact: Council of Supply Chain Management Professionals

Telephone: 630-574-0985

Web: www.cscmp.org

October 22-26
CTEA 43rd Annual Manufacturer's Conference

*Delta Lodge at Kananaskis,
Kananaskis Village, Alta.*

Contact: Canadian Transportation Equipment Association

Telephone: 519-631-0414

E-mail: transportation@ctea.on.ca

Web: www.ctea.on.ca

October 26-28
APTA 2006 Annual Convention

Casino Halifax Hotel, Halifax, N.S.

Contact: Georgia Smallwood,
Atlantic Provinces Trucking Association

Telephone: 506-855-2782

E-mail: gsmall@apta.ca

Web: www.apta.ca

November 3-5
Cam-Expo

*Centre de Foires du Québec,
Quebec City*

Contact: Elizabeth McCullough,
Manager, Show Division,
Newcom Business Media Inc.

Telephone: 416-614-5817;
1-877-682-7469

E-mail:

emccullough@newcom.ca

November 8-10
National Symposium for Supply Chain & Logistics Professionals

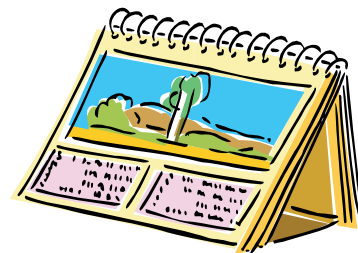
Saint John, N.B.

Contact: Trent Weber, Membership Administrator, Canadian Institute of Traffic and Transportation

Telephone: 416-363-5696

E-mail: tweber@citt.ca

Web: www.citt.ca



November 11-14
Intermodal Expo 2006

Greater Fort Lauderdale/Broward County Convention Center, Fort Lauderdale, Fla.

Contact: Intermodal Association of North America

Telephone: 301-982-3400, ext. 32

Web: www.intermodal.org

November 16-17
OTA Annual Convention

Toronto Congress Centre, Toronto

Contact: Joanne Benac, Ontario Trucking Association

Telephone: 416-249-7401, ext. 230

E-mail:

joanne.benac@ontruck.org

November 17-18
Technical Conference & Display for Equipment, IT & Logistics Professionals (in conjunction with OTA Convention)

Toronto Congress Centre, Toronto

Contact:

Ontario Trucking Association

Telephone: 416-249-7401

Web: www.ontruck.org



Eastward Ho!

Trailcon sets up shop in Cornwall

Trailcon is expanding its trailer coverage with the establishment of a branch in Cornwall, Ont. We're now located right on the busy Highway 401 corridor and handy to both Montreal and Ottawa.

The new locale, offers lease, rental and full service maintenance options – all the usual transport necessities provided by Trailcon. The branch is conveniently located at 18060 Glendale Road, just off the Boundary Road Highway 401 exit – you can see us from the highway!

For more information, call 1-888-513-7093, and ask what we can do for you in Cornwall. Or, call 905-670-9061 and ask for sales, or visit our website at www.trailcon.com.



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18060 Glendale Road, Cornwall, Ontario K0C 2J0

Telephone: 888-513-7093 Fax: 905-474-3871

