

TRUCKING NEWS

There may be a truck driver shortage but there is no shortage of people who still don't buy into electric trucks. Kruger Energy is not one of those. They have two Peterbilt 579EV parked in front of their charging station in Laval Quebec. And that's not all...under a pilot project in Quebec, and there are plans to add 20 more electric vehicles over the next five years. Kruger Energy specializes in renewable energy, working with wind, solar, hydroelectricity, batteries and biomass. Chief operating officer Jean Roy says. "Since 2004, we have invested nearly \$1.4 billion in renewable energy at 52 production sites across Canada and the U.S. You might say that Kruger is not a trucking company but while they own the trucks, the equipment is operated by third-party transportation companies, at the same price as with diesel trucks, but without the greenhouse gas emissions. To date, Kruger has placed deposits on 65 electric trucks from three manufacturers: Peterbilt, Lion and Tesla. You may be an EV naysayer...but electric and hydrogen is the future. There is no turning back.



The electrification is definitely growing. Purolator expects to invest approximately \$1 billion to electrify its Canadian network over the next seven years. This includes a plan to purchase more than 3,500 fully electric last-mile delivery vehicles and the electrification of more than 60 terminals across Canada, according to a news release. The courier and logistics provider's investment in environmental sustainability, including the electrification of 60% of its fleet, is expected to reduce its greenhouse gas (GHG) emissions in 2030 by 80,000 tonnes of carbon dioxide equivalent (CO₂e)



In the US, how truckers are paid is changing, and it's good news. According to the National Transportation Institute's (NTI) National Survey of Driver Wages and National Driver Wage Index, Mileage, hourly and annual earnings for professional truck drivers continued to grow in the first quarter of 2023. The prevalence of fleets offering sign-on bonuses grew and the dollar amount that fleets are offering for sign-ons also grew compared to late 2022 and the same period a year ago. And this is a growing trend...the number of fleets offering guaranteed pay is growing.



Anyone remember MELT?...Mandatory Entry Level Training? There are different versions of it across Canada with varying results...and the results are *not* what was expected six years ago when MELT was hailed as the end of the cheap quickie trucking schools. CITY TV just did a story that should strike fear in hearts and minds of drivers everywhere...professional or 4 wheelers. Their headline read, "HOW MUCH TRAINING IS NEEDED TO A DRIVE A TRACTOR TRAILER. YOU HAIR DRESSER MAY HAVE MORE TRAINING." That of

message broadcast by the mainstream media to the public is not the image that the trucking industry needs. And it's not just about the training...it's also about the testing after training. It's almost like the fox guarding the henhouse. Then there the issue of who is training the trainers and do they have enough experience to even be trainers. We tend to always focus on Ontario because it is the country's main distribution centre, but the training minimums across the country vary wildly. In fact, Ontario has just about the lowest minimum mandatory entry level training the country, but changes are coming. Ontario is looking to improve mandatory entry-level training (MELT) for new drivers and the Truck Training Schools Association of Ontario (TTSAO) has outlined a plan to certify driver instructors. The association wants instructors to undergo a three-day course approved by the Ministry of Transportation as well as a full MELT course. Instructors would then have one year from the date of hire to become certified. Philip Fletcher, TTSAO president, said the organization has been working with stakeholders for a couple of years to establish a certification process for instructors. It hopes to see that built into any future MELT updates. The question is...when will this happen? It can't be soon enough for the safety of everyone on the road.

Stan will be talking to Mike Millian on the Truck News Podcast about this topic. Go to truckerradio.com, or look for TruckNewsTalk on iTunes, Spotify and other podcast outlets.



We are all familiar with the interesting animal...Chameleon. They are usually seen in tropical regional area but never in Manitoba...until now...and the Manitoba government is hunting them. These chameleons also change their colors...and their names. Manitoba is looking to target "chameleon carriers" — businesses that close and re-open under a different name rather than addressing safety issues — by assigning "conditional" safety ratings to operations thought to be doing that very thing.

Current rules don't allow the Department of Transportation and Infrastructure to refuse to issue a safety certificate under such circumstances. MTA executive director Aaron Dolyniuk says "Carriers with compliance issues should not simply be able to close their doors and re-open under a new name with a new safety fitness certificate. That history should follow them when trying to start up a new trucking company." The amendments specifically target unsafe carriers and will have minimal impact on carriers that comply with safety regulations and have satisfactory on-road performance.



We have mentioned previously that electrified trucks is the future of trucking even though many drivers don't buy into it, yet more and more EV are showing up every day. One futuristic change that may not be happening as fast as we once thought. Take this company...Embark. On their website they state, "Embark is the longest running self-driving truck program in America. Starting in 2016, at a time when the autonomous vehicles industry was focused on passenger vehicles, our team ignored the hype and trusted their vision that trucking was the best use case for self-driving technology." Not so fast Embark! They are s laying off 70% of its workforce and will likely be forced to shut down permanently in the coming weeks. The Embark company

president Company co-founder Alex Rodrigues said to his employees. made the announcement March 3 [in an e-mail](#) to employees, “I am writing to you today with a heavy heart. The last 9 months have been tough for the autonomous trucking industry, and for Embark. Do we hear a collective “hooray” from drivers out there?”



Sometimes there is news that really is *not* news. Like this story in CD Life. The headline states, “SURVEY SHOWS THAT AVERAGE AMERICANS HAVE NO IDEA THAT TRUCK A PARKING CRISIS EXISTS” It almost requires a “duuuuh”. Of course the average American or Canadian has no idea about truck parking problems. Why should they? It doesn’t affect them directly, so it’s a non-issue. However, when survey respondents were shown data on the truck parking crisis, they agreed that something should be done to help truckers — but...here’s the crunch...they hope that the solution isn’t near their own homes. Stan will also talk to Mike Milan on the TNT podcast about An Ottawa neighborhood that wants trucks outta there!



Congratulations to Linda Young. She was named the first ever Women with Drive Leadership Award winner. Linda is Bison Transport’s vice-president, human resources and people development. She was presented the award at the end of Trucking HR Canada’s Women with Drive conference in Mississauga, Ont., March 8. Angela Splinter, CEO of Trucking HR Canada, said the award will go to a “professional leader in the industry” who champions careers in the trucking and logistics sector, mentors others, and promotes women and diversity at all levels of the business.

That’s this week’s trucking news. I’m Tim Denis.