



# Actions and Achievements

AMTA.CA



2019  
2020



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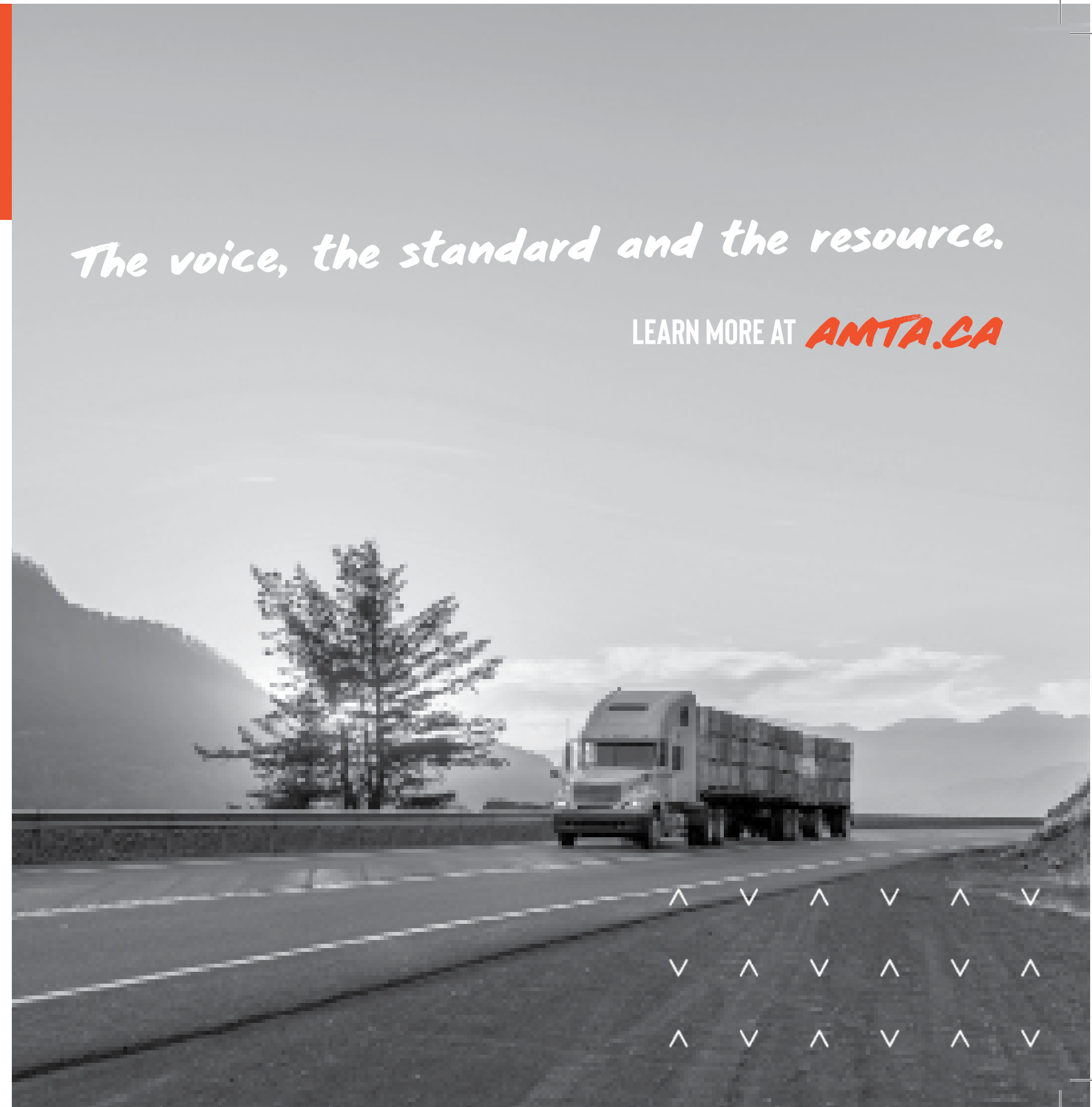
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The voice, the standard and the resource for Alberta's commercial transportation industry.



*The voice, the standard and the resource.*

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## GREETINGS

**CHRIS NASH,  
AMTA PRESIDENT**

Here we are in a new decade and the Alberta Motor Transport Association (AMTA) remains the voice, the standard and the resource of the commercial transportation industry in Alberta.

**AMTA**

## AMTA INDUSTRY WORKFORCE

In 2019, the AMTA hired Oriana Kolonsky as Industry Workforce Coordinator.

The Industry Workforce program promotes opportunities within industry, enhances workplace development and improves industry image, while providing labour adjustment strategies and expertise to industry members. Employer members are assisted with their workforce needs, as well as the needs of employment and training organizations or Albertans seeking industry education or careers.

### ACCOMPLISHMENTS

- Worked to lead and develop the WCB Training-on-the-Job program. Engaged and educated employers on human and economic impacts - workers who were permanently injured on the job and raising employer WCB premiums. As of early 2020, the AMTA has saved \$10 million dollars in claim costs, while helping re-employ over 110 injured workers. In 2017, the Alberta transportation industries permanent disability claim costs were \$31.9 million dollars. In 2019, those claim costs decreased to \$17.7 million dollars.
- Formed numerous partnerships and relationships with the Alberta Government, the Edmonton Public School Board, the Edmonton Centre for Newcomers, Youth Empowerment Support Services, EmployAbilities, Calgary Centre for Newcomers, Otteenow Employment and Training Society, Prospect, etc.
- Presented and provided information sessions or workshops to employment serving agencies and organizations that work with underrepresented groups.

- Created articles, updates and bulletins for members on legislation changes, grants, policies or any valuable information pertaining to industry trends or issues. Ie. Canada Labour Code and Regulations, Employment Standards Code, Canada Alberta Job Grant, Cannabis and the Duty to Accommodate, etc.
- Provided interpretations, recommendations and strategies for Canada Labour Code, Temporary Foreign Worker Program and Alberta Immigration Strategies.
- Working and leading the Driven to Work program which will change the game on employer's recruitment, retention and attraction.
- Sits on the Industry Task Force (ITF) in order to represent industries WCB needs and report any potential concerns.
- Worked with Trucking HR Canada on the Narrowing/Bridging the Gap project – reducing gaps of underrepresented groups within industry and working to provide tools, resources and supports for employers on their recruitment, retention and attraction methods.



**INDUSTRY  
WORKFORCE  
COORDINATOR**

Oriana Kolonsky



## COMPLIANCE AND REGULATORY AFFAIRS

**ANDREW BARNES,  
CRA DIRECTOR**

AMTA's Compliance and Regulatory Affairs (CRA) department is the bridge between industry and government.

From the municipal to international level, we work with government to shape crucial policies and legislation on opportunities and issues impacting our members.



## ROAD KNIGHTS

The AMTA Road Knights program is a group of professional transport drivers with superior driving skills, impeccable driving records and a strong desire to promote highway safety as well as careers in transportation. These drivers have acquired unparalleled expertise and are able to educate the public on matters relating to and sharing the road safely.

Having served their two-year term, we wish to sincerely thank outgoing AMTA Road Knights; Glenn McNeilly (Bison Transport) and Ed Stasyshyn (Trimac Transportation). Their commitment to the program, its mandate of sharing the message of safety, and the value that transportation brings to our province is extraordinary.

We are pleased to announce the program has doubled in Knights for the next term and welcome Sergio Hernandez (Trimac Transportation), David Horst (Ledcor Group), Myles McNabb (Westcan Bulk Transport) and Henry Wolf (Canada Cartage). Combined, our current Knights have driven for 57 years and traveled over 4.5 million kilometers!

This team has already completed their training and been engaging with students, community groups and the public throughout the province with Road Knights Team Lead Oriana Kolonsky. The Knights deliver the message of highway safety for all while raising awareness and enhancing the profile of the transportation industry as a whole.

ISAAC Instruments is proud to be the official sponsor of the 2020/ 2021 Road Knights.

### DRIVER OF THE MONTH

In recognition of their exemplary driving skills, the Alberta Motor Transport Association awarded 10 AMTA Drivers of the Month throughout 2019.

All of these professional drivers maintain an excellent safety record and demonstrate the image of what it means to be a safety leader in industry.

**Leonard Wurz – Gateway Carriers Ltd.**

**Sukhdev Auluakh – Bison Transport**

**Reg Moulding – Bison Transport**

**John Manases – Seaboard Liquid Carriers Ltd.**

**Hal Balde – Bison Transport**

**Sharandeep Kang – Tri-Line Carriers LP**

**Stephen Bygrave – Mantei's Transport Ltd.**

**Graham Bailey – Bison Transport**

**Dave Prevost – Terroco Oilfield Service**

**Russell Lattin – Seaboard Transport**



## COMPLIANCE & REGULATORY AFFAIRS

# TOP POSITIONS FOR 2020

The AMTA Board of Directors has approved a list of the top five lobby issues that will remain the focus of the Compliance & Regulatory Affairs (CRA) department and AMTA President.



### 1 MANDATORY ENTRY LEVEL TRAINING

The AMTA supports the implementation of pre-license training. Further recommendations include:

- Funding to support pre-license drivers
- The elimination of retests for Class 1 and 2 drivers
- The creation of comprehensive manuals with audio/visual training for students and instructors
- Regulatory changes to establish drivers' license endorsement for both standard and automatic transmission commercial vehicles of 11,794 kilograms.

### 2 SAFETY FITNESS CERTIFICATE

The AMTA supports the cancellation of the temporary Safety Fitness Certificate program by government. Current groups requiring a Safety Fitness Certificate include:

- Individuals or corporations with a commercial vehicle registered at 11,794 kilograms or more operating only within Alberta.
- Vehicles registered for 4,501 kilograms or more that will operate outside Alberta (including a farm-plated vehicle);
- A vehicle with a manufacturer's seating capacity originally designed for 11 passengers or more, including the driver, that is used or intended to be used to transport passengers.

The AMTA recommends the instruction materials and examinations focus on carrier responsibilities, liabilities and performance expectations.

### 3 HOURS OF SERVICE

The AMTA recommends the adoption of the Federal Hours of Service Regulations at 11,794 kilograms, and the elimination of the Alberta Provincial Drivers Hours of Service Regulations. We feel exemptions should be considered for industry specific requirements.

## DEPARTMENT GROWTH

The AMTA saw many changes throughout 2019, one of the biggest being the creation of the Corporate Shared Services department.

The department came from humble beginnings as AMTA's Finance Department, working with suppliers as necessary to provide administrative and other operational support to the association's many programs.

Headed by Executive Director Kimberley Burfoot, the Corporate Shared Services team provides their skillsets to all facets of the AMTA. These functions include:

- Finance
- Administration
- Marketing and Communications
- Industry Workforce Initiatives
- Event Planning and Execution
- Business Development
- Membership Onboarding and Support
- Payroll and Human Resources
- Inventory Management
- Facilities and Maintenance
- Centralized Purchasing
- Information Technology

The mandate of the team is to remove the burden of administrative tasks from our program delivery teams, while delivering the highest quality services available to support AMTA's Mission and Vision.





# INJURY REDUCTION AND TRAINING

**ERIK SHERMAN,  
IRT DIRECTOR  
COR DIRECTOR**

“So much work has gone into the past year it is important to stop and remember where we came from before appreciating where we’re going.”

- Erik Sherman, IRT Director

**What values do you think the transportation industry is built on, and how does the AMTA reflect those values?**

Safety, reliability and integrity. As an industry we need to align on what it is to be responsible road users delivering safe, reliable service to various customers. Some in industry can stray from the path of cost versus safety and we need open dialog with customers about the importance of safe, well-trained drivers; safe, well-maintained trucks and safe, effective environments.

**Even with current economic challenges, do you think the industry still prides itself on being safe?**

Current economic challenges have only tightened up on our industry to operate within appropriate social licenses. Safety isn't simply an expectation, it's a license to operate. Our industry is not only receptive to this, there is a huge competitive nature to be a leader or the best at being safe. The Alcoa story (Have We Learned the Alcoa 'Keystone Habit' Lesson?) speaks volumes about a business and in extension an industry learning that safety does impact the viability of a company, and as an entrepreneurial industry, the long-term sustainability of how we operate. At the end of the day we owe it to the employees of the transportation industry to provide safe workplaces so they can tell their families about having a great job at the end of their day.

**What do you see in the future for the transportation industry?**

Transformative change is on our doorstep. From intelligent automation, AI, Machine Learning and data and analytics our industry is evolving every day. Vehicles are getting smarter, our environmental footprint is shrinking, training is engaging our people and the customer experience is getting better. Transportation is a great industry to be a part of and an exciting place to be as we live through this modern-day version of the industrial revolution.

**BOARD OF DIRECTORS**

L-R: Sr. Vice Chair Real Durand, Vice Chair Tim Bennett, Immediate Past Chair Doug Paisley, Past Chair Grant Mitchell, Past Chair Gene Orlick, Past Chair Carl Rosenau, Regional Director Brad Beerling, Regional Director Brian Baumann, Regional Director David Schmidt, Regional Director Cam Jesse, Regional Director Gary Heaven, Director at Large Ken Rosenau, Director at Large Sunny Punian, Director at Large Dave Hewlett, Director at Large Dan Columbus, Director at Large Terry Siemens, Don Achtemichuk, Director at Large Kevin Ramsay, Mentor Marcel Pouliot. Not pictured: Past Chair Greg Sokil and Regional Director Rod Shopland.



## INJURY REDUCTION AND TRAINING

# 2019 ACTIONS & ACHIEVEMENTS

*"In 2019, the AMTA's Course Development team took 108 weeks, or the equivalent of more than two years, worth of team member efforts to produce the year's significant body of instructional content."  
- Michelle Spacil, Training Supervisor*

# AMTA

### CERTIFIED TRANSPORTATION SAFETY PROFESSIONAL

In 2019, the AMTA completed development of all core (required) courses for the Certified Transportation Safety Professional (CTSP) designation as well as two elective courses. The CTSP and Certified Transportation Safety Coordinator designation exams were created in the last quarter of the year and culminated in several students from both programs writing their final designation exams in December.

### EDUCATION AND TRAINING COLLABORATIVE EFFORTS

AMTA's Aggregate Hauling Equipment course is the combined effort of the association, industry subject matter experts, City of Edmonton and the Creative Sentencing Program. It creates opportunities for drivers to receive previously unavailable training and provides employers with skills evaluations, safety moments and education materials for the workplace. The course will remain free until January 1st, 2021.

The second project involved partnering with WCB-Alberta to develop and deliver the new Managing Injuries in the Workplace course. The course is jointly presented with WCB providing the instructors and the AMTA providing instructional materials and facilities.

### CLASSROOM EXPERIENCE

2019 was a very positive year for the AMTA's education and engagement efforts in the Injury Reduction and Training department. With the introduction of all classes for the CTSP/CTSC designation and existing programs for the Professional Driver Improvement Course (PDIC), Long Combination Vehicle and Certificate of Recognition, the AMTA hosted more than 1,400 participants for classroom courses.

### RESEARCH AND INNOVATION

The AMTA is working towards establishing a Research and Innovation Program through which the association can support the commercial transportation industry and stakeholders by playing an active role in the introduction, research, testing and deployment of innovative technologies, systems and processes. Aligning with the AMTA's mission, we see this program as an opportunity to foster strategic and collaborative partnerships to benefit research and development within the commercial transportation industry while supporting education, safety and advocacy.

An advisory committee has been established for the Research and Innovation program with the goal of harnessing experience from industry, academics and governments to be able to provide input and knowledge towards initiatives, potential projects and areas of interest of the program.

To better understand trends and technologies both present coming to the industry, the AMTA produced a white paper pertaining to research, demonstrations, technology and innovation within the commercial transportation industry.

The AMTA is the lead applicant for the Alberta Zero Emissions Truck Electrification Collaboration (AZETEC), an industry led consortia worth \$16.5 million, with \$7.3 million in funding from Emissions Reduction Alberta (ERA). This project will see two heavy-duty hydrogen fuel cell electric class 8 trucks designed, manufactured and introduced to Alberta's highways with daily trips between Edmonton and Calgary.

The ATMA is in a unique position to develop and operate a transportation-based Safety Campus that will provide safety orientated solutions and innovation for the transportation industry and stakeholders. Through partnerships with third party organizations with aligned vision, the Safety Campus will provide a range of services for AMTA members and transportation influencers, including law enforcement. The Safety Campus will integrate leading-edge, practical learning solutions for public safety and accelerate the latest innovative research for transportation safety, efficiency and environmental sustainability.



### Project

The collaboration that will drastically change gas use and reduce emissions.

# AZETEC

ALBERTA ZERO EMISSIONS TRUCK ELECTRIFICATION COLLABORATION

## INJURY REDUCTION AND TRAINING

# AMTA COURSE DEVELOPMENT BY THE NUMBERS

As 2019 ended, AMTA's Course Development team made plans and strategized for course development work beginning in 2020. In addition to building and creating several new courses and learning pathways, the coming year also marks the beginning of bi-annual course evergreening on the first three CTSP core courses; this systematic, structured review ensures that AMTA's courses reflect current legislation and industry best practices to support the success of our participants and their organizations.



## 2019 COURSE DEVELOPMENT BY THE NUMBERS

# of CTSP Core Courses Developed	6
# of CTSP Elective Courses Developed (incl. <i>Managing Injuries in the Workplace</i> )	3
# of collaborative Courses Developed	2
# of Training Days Developed in Total	18 + ½ day online training
# of Subject Matter Experts Engaged	20+

### 2019 saw the launch of 13 courses!

*Course descriptions are available at [AMTA.ca](http://AMTA.ca)*

- Instructional Design and Delivery
- NSC Program Administration
- NSC Program Management
- Health and Safety System Building
- Fundamentals of Auditing
- COR Auditor
- Fundamentals of Investigation
- Collision Investigation
- Managing Injuries in the Workplace
- Leadership in Transportation
- PDIC Instructor (non-licensed)
- Health and Safety Committee/Rep
- Aggregate Hauling Equipment

## PARTNERS IN COMPLIANCE

Meridian Manufacturing Inc. has been a proud member of the Partners in Compliance (PIC) program since 2014 and I have been actively involved in the program throughout that time. Though I have only been Chair for a short period, I have immensely enjoyed my interaction with our carrier members and partners throughout 2019 and into 2020.

As a member of the Standards Committee we were challenged with rewriting the PIC operations manual and policies. This was an intense process but, in the end gives the program standards of excellence that our carrier members can be proud to achieve and maintain. In the last year as I moved to Vice-Chair and now Chair of the Advisory Council, we have faced new challenges, and once again our carrier membership and partners have decisions to make on the future direction of our program.

PIC members are dedicated in achieving the highest levels of safety in our industry. In my involvement with the PIC program, the questions have never been about "Should we do all of this?" or "Do we have to do all of this?" but "How can we do more?" and now, "How do we get others involved?"

The future of the Partners in Compliance program will rely on the continued dedication and success of our carrier members, re-invigorating our relationships with our partners and establishing relationships with new partners.

## 2019

This past year saw the PIC Team engage membership and partners in the continuation of the Vetting Service and Prequalification Models. A provincial comparison began and conversations with interested industry partners has secured the needed motivation to continue with our goal of building a self-sustaining model to lead the program into the future.

On Dec. 2, a Town Hall Meeting was held in both Edmonton and Calgary to engage with membership and determine how best to move forward with the program. This meeting resulted in PIC assembling three working groups to review Efficiencies, Benefits and Funding to support initiatives and increased workload moving forward.

With a newly elected government in Alberta, PIC welcomed new liaisons from Alberta Transportation and the opportunity to engage with them over the future of the program.

On March 5, 2020 we celebrated 25 years as Alberta's Roadway Safety Alliance. This milestone truly shines a light on our members' commitment, and PIC is proud to mention eight of our current PIC members have 20+ years in the program: Grimshaw Trucking, Praxair Canada Inc., Air Liquide, Trimac Transportation, Westcan Bulk Transport, Southland Transportation, First Student and Mantei's Transport Ltd.

*PIC membership increased by 10 per cent in 2019, welcoming 8 new Carrier Members*



# CERTIFICATE OF RECOGNITION

## COR TEAM

L-R: Agnes Rozanska, Jamie Benjamin, Kasia Mrowiec, Debbie MacDonald, Kristi Phinney, Kristin Picken



## CHANGES TO OCCUPATIONAL HEALTH AND SAFETY (OHS) REQUIREMENTS FOR HSCS AND HSRs

The Alberta Construction Safety Association (ACSA), Alberta Motor Transport Association (AMTA) and Energy Safety Canada collaborated and received approval from the Government of Alberta to deliver a course designed specifically to train health and safety committees (HSCs) and representatives (HSRs).

The new OHS regulations came into effect on June 1, 2018, and significantly expanded the nature of the health and safety obligations for employers in Alberta. While the need for HSCs and/or HSRs is not new, there are some additional requirements. The online course is divided into two parts: a free introductory course that provides foundational knowledge of the requirements for HSCs and representatives; and a longer, more in-depth second part at a cost of \$75 + GST that provides comprehensive training.

## TRANSPORTATION SAFETY BASICS EXPIRATION

Due to significant changes in the Certificate of Recognition (COR) program, the AMTA expired all Transportation Safety Basics certifications as of December 31, 2019. The Health and Safety System Building (HSSB) course is the new pre-requisite for COR and the new pre-requisite for the AMTA's auditor training program.

## AUDITOR CERTIFICATION PROGRAM

AMTA's role as a Certifying Partner is a critical part of the organization's identity. The association has fully redesigned its Auditor Certification Program to follow a core-plus-elective formula where the core course (Fundamentals of Auditing) focuses entirely on essential auditing skills and the elective (COR Auditor) presents AMTA's certifying partner and program specific education.

## NEW AUDIT TOOLS REFLECTING OHS AND PARTNERSHIP CHANGES

Changes introduced include:

- Three Rights for Workers: Right to know, right to participate and right to refuse dangerous work.
- Employer OHS policies must address physical, psychological and social wellbeing of employees
- Harassment policy, procedures and worker training
- And additional criteria from section 37 of the OHS Act which establishes mandatory Health and Safety programs for employers with 20 or more workers, including:
  - Establishing criteria for evaluating, selecting and regularly monitoring other employers and self-employers on the worksite
  - Requirement to investigate work refusals
  - Worker involvement in investigation activities

## TOTAL NUMBER OF CERTIFICATES HELD BY THE AMTA

SECOR	<b>376 certificates</b>
COR	<b>448 certificates</b>

As of May 21, 2019, the Alberta Motor Transport Association saw 806 employers receiving Partnerships in Injury Reduction refunds of \$3,898,697.

In 2019, the department received 39 new COR holders.





## PARTNERS IN COMPLIANCE

**BRAD BEERLING,  
PIC ADVISORY COUNCIL**

### PIC TEAM

L-R: Andrew Barnes, Sue Fowler



“I am honoured to be PIC Chair at this time as we celebrate 25 years of the program in 2020 and I am excited about being part of its future.”

- Brad Beerling, PIC Advisory Council



### IRT TEAM

TOP ROW L-R: Patricia Tiernan, Erica Cormack, Brittany James, Cliff Litke

BOTTOM ROW L-R: Robert Destree, Michael Mooney, Cavan DaPonte, Michelle Spacil



## RESEARCH AND INNOVATION

**ANDREW BARNES,  
DIRECTOR, COMPLIANCE AND  
REGULATORY AFFAIRS**

### RI TEAM

L-R: Andrew Barnes, Angie Rice, Terri Johnson



Almost 6,000 people participated in the AMTA's online offerings in 2019. In addition to these participants, the association hosted several key industry partners who utilized our facilities for their in-house training programs.

These participants included Alberta Justice, Alberta Labour, Alberta Occupational Health and Services, the Workers Compensation Board and National Association of Fleet Administrators.

Through all these efforts and the hosting of public engagement meetings sponsored by Alberta Transportation, AMTA hosted more than 3,000 participants at various events. Our outlook for 2020 is even stronger as course offerings are being expanded with the creation of Driver Development programs to supplement courses already delivered for our various professional designations and certification programs: Certified Transportation Safety Professional (CTSP), Certified Transportation Safety Coordinator (CTSC), COR auditor, Long Combination Vehicle Instructor and Professional Driver Improvement Course Instructor.

Feedback from participants has been extremely positive pointing out quality of instruction, relevance of content to the challenges faced and goals desired by Carriers and the ability to network and share best practices in all sessions. The AMTA has endeavored to ensure instructors involved in the courses have successful industry experience and are recognized by their peers as knowledgeable and ethical.

### LOOKING TO THE FUTURE: DRIVER DEVELOPMENT

One of the critical tasks for the AMTA in the next two years will be the development of several key courses, as indicated by our membership. The unfortunate and untimely death of Stephen Penny led to the creation of the online Aggregate Hauling Course, a model which will aid the association in creating even more online content with practical assessment to follow.

In October 2019, a Driver Development Plan was laid out by IRT Director Erik Sherman, Program Developer Erica Cormack and Senior Instructor, Driver Development, Robert Destree. Three fundamental categories were laid out: pre-licensure, post-licensure, and capstone.

Pre-licensure covers courses such as Mandatory Entry Level Training (MELT) and the Air Brake Program. Post-licensure will be our greatest endeavor. Under this category, there are ten courses, one of which (Aggregate Hauling) has already been developed. Our goal is to develop training, from the list of nine remaining courses, that have the highest demand from our members. Capstone courses will be developed to help train drivers who are looking to advance or change positions, or those looking to become transportation professionals.

The creation of the DDP and the initiative to create training content was one of the IRT department's greatest objectives that has been embarked upon.

In the words of one of our Aggregate Hauling partners: "this will change the industry as we know it".



# CHAIRMAN Q & A

## JUDE GROVES, CHAIRMAN

It has been a busy year both at the AMTA and within the commercial transportation industry in Alberta. We've started some great conversations and have a few significant projects in the works that will set the bar for how an industry association serves its members.

The staff, leadership and Board at the association are an amazing group committed to bettering who we are, telling our story and supporting our members within industry and our government partners. In closing if you have a challenge, question or see an opportunity for the AMTA to support you please don't hesitate to reach out to [info@amta.ca](mailto:info@amta.ca)

### What were some challenges during your term?

It's the age-old challenge of getting accomplishments across the line, developing relationships with our counterparts in government and managing the moving target of our industries' priorities versus that of government. As we near the one-year point for this provincial government we have built relationships and effectively communicated the association's priorities – all while working hard at delivering some wins - Alberta signatory to the New Generation Wide Base Single Tire (NGWBST) MOU; Highway 40 safety improvements; Permit requirement reductions throughout Alberta; Prorate process backlog improvements and leading a national discussion regarding provincial permits for safety devices for overall vehicle length and more.

### Strong Foundations

Those who have built a house know doing it right means taking time to learn, being forgiving of mistakes, and celebrating accomplishments. Measure twice, cut once. The results are worth the hard work and persistence. Ultimately strong foundations are formed under pressure and 2019 had plenty of that. So much work has gone into the past year it is important to stop and remember where we came from before appreciating where we're going.

AMTA began 2019 with a list of commitments to develop training for safety professionals; fulfilling a promise made in 2018 and resulting from efforts that began two years earlier when AMTA sat down with carriers, government, and education providers to understand what a safety professional required to be successful in industry. What began as a challenge became a passion as the IRT department engaged with key stakeholders and contributors to deliver the largest education initiative ever undertaken by AMTA.

Since the first "safety officer" was hired into a transportation company, all who followed could wonder when relevant training would become available. Up until 2019, it would be the school of hard knocks.

The Certified Transportation Safety Professional designation provides recognition to a specialization within transportation safety field.

### Mandatory Entry Level Training (MELT)

MELT came into force in March 2019. AMTA worked day and night to keep up to the changes being proposed and provide timely feedback based on materials under review. AMTA's facility in Edmonton proved to be essential to the delivery of training and examinations for government employees, instructors, and examiners alike.

AMTA continues to work with Alberta Transportation and industry stakeholders, to identify needs and solutions relating to MELT.

### AMTA Certified Auditor Program

Our role as a Certifying Partner within Alberta's Certificate of Recognition (COR) program is no small commitment. Each audit is performed by auditors trained, certified and monitored by AMTA.

Building from work started in 2018, AMTA completed and launched what would become our new Auditor Certification Program. Based on standards provided by Partnerships in Injury Reduction, and incorporating the many lessons learned through the years, the program consists of an all-new suite of training for students, programs participation criteria for stakeholders, and new tools for use by AMTA. The program has opened doors not previously visible to us and will enhance the experience of working with AMTA for years to come.

### The Road Ahead

All of this leads one to imagine the road ahead for AMTA and I see nothing but possibility. 2019 left the association stronger and more vibrant than ever before.

Erik Sherman, IRT Director



## DEPARTMENT GROWTH

### KIMBERLEY BURFOOT, AMTA EXECUTIVE DIRECTOR

BELOW:  
Mikee Ames, Dale Howard  
TOP RIGHT:  
Angie Parent, Rochelle Hoffos  
MIDDLE RIGHT:  
Heather Ramsay, Riz Sama  
LOWER RIGHT:  
Kelsey Hipkin, Noella Wanotch



"As the association has grown, the need for highly skilled professional resources in various support functions became apparent and the Corporate Shared Services team was formed."

Kimberley Burfoot,  
AMTA Executive Director

### 4 REGULATORY INTERPRETATIONS / APPLICATION OF ENFORCEMENT

The AMTA has requested a public document be accessible to carriers surrounding regulatory interpretations. A working group has been recommended that would be composed of Carrier Services, the AMTA and Carrier members. We feel if an increased number of stakeholders contribute to a joint development committee, we will be able to address the issues surrounding document interpretations and increase industry's understanding of legislation.

### 5 FOREIGN WORKER PROGRAM

AMTA supports the Temporary Foreign Worker Program and local Provincial Nominee Programs but recognizes these programs do not work well for the transportation industry. Labour Market Impact Assessment (LMIA) processes, costs and time to complete applications are cumbersome. The AMTA recommends Provincial and Federal labour department's set up a trusted employee program to ensure cases are processed faster and the application process is improved.

### ADDITIONAL POSITIONS

#### PEACE REGION ANNUAL OD PERMIT

Due to the hard work of some of our Grande Prairie Carriers, in collaboration with the Alberta Government, approval was obtained for an annual permit allowing height loads of 5.3 metres in the Peace Region.

#### PRORATE PROCESSING DELAY

With collaboration from the AMTA, the Alberta Transportation International Registration Plan (IRP) Online System (ATIOS) was launched aiding congestion issues previously seen by prorated services.

### TARP SECUREMENT UPDATE

After discussions with government, it was decided the AMTA should take a national approach the issue of tarp securement. A letter was sent to John Pearson, executive director for the Council of Deputy Ministers Responsible for Transportation and Highway Safety in Ottawa. The letter requested an agenda item at the Task Force on Weight and Dimensions meeting November 27th, to discuss changes to the Federal MOU and or Provincial changes for the use the installation of auto tarp equipment. Currently the MOU allows for 10-centimetre auxiliary devices which need to be extended to 31 centimetres on both the front and rear of trailers more than three meters above the pavement.

After presenting at the meeting, the Task Force is taking our recommendation for these types of devices and are reviewing possible changes to the National MOU. The AMTA was advised changes will take some time. Alberta Transportation Permitting will now issue permits for the use of these and others until such time as the MOU process is complete and these are accepted across Canada.





Safety is everyone's business, whether you're literally in the business of commercial transportation or not. That is why the AMTA Road Knights play such an important role in serving as ambassadors for our industry.



L-R: Henry Wolf (Canada Cartage), Sergio Hernandez (Trimac Transportation), Ed Stasyshyn (Trimac Transportation), Kimberley Burfoot (AMTA), Chris Nash (AMTA), Myles McNabb (Westcan Bulk) and David Horst (Ledcor Group).

The Compliance and Regulatory Affairs (CRA) had a challenging year in advocacy with both a Federal and Provincial election taking place in 2019. However, the department saw some integral wins and remains steadfast in advocating on behalf of our membership.

In 2019 the department created 16 new policy positions. Of these, we created a Top Five Position Paper and a Red Tape Reduction Policy Position Paper. The department saw the addition of CRA Coordinator Bonnie Lean who has been key in advocating on behalf of, and working with Full Carrier Members and industry stakeholders to ensure everyone's voice is heard when it comes to compliance and regulatory affairs.

2019 also included the addition of an AMTA Research and Innovation Program, bringing on board Research and Grant Coordinator Angie Rice and Research Initiatives and Compliance Administrator Terri Johnson.

Throughout the year, the department hosted Mandatory Entry Level Training sessions and the Canadian Trucking Alliance Fall Tour in Calgary and Edmonton. As well, we entered in a reciprocal agreement with the Highway 3 Twinning Development Association in support of twinning sections of Highway 3.

Andrew Barnes, CRA Director



# EVENTS

The AMTA annually hosts in excess of 60 events. Some of our 2019 highlights included:

- Trucking HR Canada Recruitment and Retention workshops
- AMTA Edmonton facility grand opening
- 81st Annual Leadership Conference and AGM
- Edmonton and Calgary Draw Down Dinners
- Western Women With Drive Conference
- Calgary and Edmonton Golf Tournaments
- Professional Truck Driving Championships
- Driver Appreciation Days

The AMTA Sponsorship Package was redeveloped in 2019 thanks to combined efforts of Events, Marketing and Communications and Business Development allowing members to showcase their brands at AMTA events. Those same combined efforts resulted in the sponsorship program more than doubling into 2020, with a goal of \$200,000 in sponsorship dollars for the end of the year.

Big changes coming to future events include:

- The inaugural Women With Drive Hits the Road event
- A one-day Leadership Conference & AGM in the fall
- The addition of a golf tournament in Grande Prairie
- New additions to the Professional Truck Driving Championships include a Kids Safety Zone and Supplier Showcase.
- Driver Appreciation Days will see the addition of two more Vehicle Inspection Stations and with an increase in sponsorship.
- Western Women with Drive will take place in October
- The Calgary Draw Down Dinner will relocate to the Westin Calgary Airport Hotel, a much larger facility in order to supplement growing attendance. The event has been moved to November to better balance events, but also to generate interest as an alternative holiday celebration for attendees.

Here we are in a new decade and the Alberta Motor Transport Association (AMTA) remains the voice, the standard and the resource of the commercial transportation industry in Alberta.

In 2019 a goal was to bring stakeholders to the table to develop industry-wide training and solutions to create pathways for both new and experienced people in industry. To this end, our Injury Reduction and Training (IRT) department has renewed vigor in the production of safety training courses. Of those, our Certified Transportation Safety Professional and Certified Transportation Safety Coordinator designation leads the way as a key value for industry and has seen its first four graduates.

Our IRT department was also integral to the formulation of an online Aggregate Hauling Equipment Training Course - made possible due to a Creative Sentencing. And, as you read this, IRT is amid a campaign to delve into more concentrated training opportunities for the variety of carriers we see across the province.

The association has partnered with WCB-Alberta to help get workers back on the road with the Training on the Job program. In fact, the AMTA is a participant of the program and is proud of the work of our new driver instructor, a Training on the Job candidate.

Our Compliance and Regulatory Affairs department has seen some significant wins this year and amidst both a provincial and federal election, continue to nurture our relationship with government to assure safety on Alberta's roadways.

Driver recruitment and retention is as necessary as ever. The AMTA remains at the forefront of working with all stakeholders involved to find solutions for our industry including driver retention, training, industry designations, workplace health and safety, driver health and wellness, legislative interpretations, road infrastructure, GHG reduction, new technology and electronic logging devices (ELDs).

Our Certificate of Recognition (COR) department was swift in offering information and details when The Government of Alberta announced changes to requirements for health and safety committees and representatives late 2019.

The association has also been taking time this year to delve into what membership can mean for provincial carriers and suppliers. Membership within the association is an experience and an opportunity for carriers to not only have their say on advocacy issues but to stand at the forefront of safety in industry.

We are amid expanding and cultivating our Research and Innovation Program through which the association can support the commercial transportation industry and stakeholders by playing an active role in the introduction, research, testing and deployment of innovative technologies, systems and processes. And, in that same vein we are looking at some collaborative opportunities with potential for further association expansion.

While looking to the future, it's also important to have a dedicated staff that can get you there and I think it is important to recognize the AMTA team. The association has more staff than ever before, a hand-picked group of individuals who has a united goal of fostering strategic partnerships, member engagement and innovative technologies in order to improve safety and aid in the professional identify of industry.

Chris Nash, AMTA President



## EVENTS SPECIALIST

Connie Grace

Far right: 2019 AGM "Beach Party" during a spring blizzard in Kananaskis, AB.



2010

The AMTA speaks out against a proposed 125% increase in tire recycling fees after the Alberta Recycling Authority announces increasing the fee from \$4 to \$9 per tire.

2011

The AMTA announces its first search for a Road Knights team. AMTA Road Knights are professional transport drivers with first-class driving records who serve two-year terms meeting with the community to raise awareness of industry careers and how to safely share the road with a truck.

2012

The AMTA announces they're working with the Alberta Government on increasing the allowable weight on wide-base single tires from 7,700 kg/axle to 8,500 kg/axle, the equivalent of the allowable weight on dual tires at the time.

2013

Transport Canada and the Federal Motor Carrier Safety Administration launch the North American Fatigue Management Program to provide training and education on bus and truck driver fatigue management. The AMTA was involved in development of the program.

2014

Lorraine Card is named AMTA Executive Director. Card would shortly thereafter resume the role of President before retiring in 2018 when Chris Nash resumed the role.

2015

Virage Simulation delivers a mobile training lab to the AMTA. The lab is able to expose drivers to a variety of situations allowing them to increase their confidence and skill levels in a controlled environment.

2016

The AMTA forms a partnership with traffic safety group, The Coalition for a Safer 63 and 881 to deliver road safety messages aimed at reducing collisions and increasing safety on those roadways. / Transport Canada officially announces a proposal to amend the Hours of Service (HOS) regulations to mandate electronic logging devices (ELDs) by federally regulated bus and truck carriers.

2017

The AMTA formally endorses the Professional Class 1 Driver program introduced by Women Building Futures designed to prepare women to succeed in the commercial transportation industry. Program tuition is funded by AMTA carriers Caron Transportation Systems, Rosenau Transport, Trimac Transportation, Watt & Stewart Commodities Inc. and Westcan Bulk Transport. / AMTA announces construction of a new facility at the Edmonton International Airport. / Alberta Transportation gives go ahead for use of New Generation Wide Base Single Tires (NGWBST) on provincial highways. The AMTA continues to work with provincial municipalities on blanket approval.

2018

Alberta Transportation mandates Mandatory Entry Level Training (MELT) for new commercial drivers in the province, spurred by a tragic collision involving the Humboldt Broncos hockey team and a commercial unit.

2019

Energy Safety Canada, the Alberta Construction Safety Association and the AMTA team up to deliver a common online training course for Health and Safety Committees in order to help employers meet Alberta's Occupational Health and Safety (OHS) Act requirements.

2020

Alberta Transportation announces effective January 3, 2020, carrier profiles requested online through the Web-Enabled Carrier Profile (WECP) service will be free of charge.

## OUR MOMENTUM

The Alberta Motor Transport Association is a not-for-profit, advocacy and safety training association functioning as the voice, the standard, and the resource for commercial transportation in Alberta.

For more than 80 years our work has encompassed a broad range of environmental, social, economic, safety, and compliance matters that impact Alberta's highways.

*Breaking Down the Decade*

AMTA