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# Celebrating National Trucking Week



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Many goods move throughout Manitoba, and Canada as a whole, by truck. National Trucking Week is held each year to show appreciation to those working in the trucking industry to make sure those items get to where they need to go! Inside this special edition, readers can become acquainted with industry statistics, the 2025 'Top Fleet Employers', and more.

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# National Trucking Week - Sept. 6 to 12, 2026

## Acknowledgements and well wishes for National Trucking Week

### Jodie Byram Agassiz MLA

If you live in rural Manitoba, you know the importance of trucking. Every day, trucks travel our highways carrying grain, livestock, fuel, equipment, food and countless other products that keep our communities and economy moving.

Trucking is much more than an industry—it is an essential part of Manitoba's economy and way of life. Thousands of Manitobans work in truck transportation, while many more work in the businesses that support the industry.

Here in Manitoba, we see that contribution firsthand. Our trucking companies and drivers connect farms and rural businesses to Winnipeg, the rest of Canada and markets around the world.

Behind every truck is a person who works long hours, spends time away from family and faces challenging road and weather conditions to get the job done.

So during Trucker Appreciation Week, let's recognize the drivers, mechanics, dispatchers,



trucking companies and families who keep Manitoba moving.

Thank you to Manitoba's trucking community. Your hard work keeps our farms, businesses and communities connected—and our province moving forward.

### Greg Nesbitt Riding Mountain MLA

Every day, while most of us go about our routines, thousands of truck drivers are on the road, working long hours to keep our communities moving. From food and medicine to building materials, clothing, machinery, and countless other goods, almost everything we use depends in some way on trucking. For this reason, trucking deserves our respect and recognition.

Truck drivers do much more than simply transport cargo from one place to another. They are an essential part of the economy and a vital link between manufacturers, businesses, farmers, stores, and consumers. When a truck arrives at a warehouse, a construction site, or a local store, it represents the final step in a much larger supply chain that keeps our society functioning.

Life on the road is not always easy. Truck drivers often spend long hours behind the wheel and may be away from their families for days or weeks at a time. They deal with traffic, changing weather conditions, difficult roads, tight schedules, and the responsibility of operating large vehicles safely. Despite these challenges, professional drivers continue to deliver their loads safely and reliably.

Trucking also requires skill, patience, and professionalism. Drivers must understand road safety, vehicle handling, cargo security, and transportation regulations. They must remain alert and make responsible decisions, often under demanding circumstances. Their work requires not only physical endurance but also concentration and dedication.

The importance of truck drivers becomes especially clear during emergencies. Whether responding to natural disasters, shortages, or other crises, truckers help deliver essential supplies when people need them most. Their ability to keep goods moving can make a tremendous difference to communities.

Behind every truck driver is also a family making sacrifices. Spouses, children, parents, and loved ones often spend time apart from the driver they care



about. Their patience and support are an important part of the trucking story.

So today, we salute the men and women of trucking. We salute their hard work, long hours, professionalism, courage, and commitment to keeping North America moving. The next time you see a truck on the highway, remember that the person behind the wheel is doing a job that affects all of us.

To every truck driver: thank you for keeping the wheels turning and the world moving. This is our salute to trucking!

### Brent Arnold Manitoba Trucking Association President

On behalf of the Board of Directors of the Manitoba Trucking Association, it is my pleasure to wish you all a safe, happy, and healthy National Trucking Week!

National Trucking Week is an opportunity for our industry members and partners to reflect on the value that the trucking industry brings to our lives. For those of us who work in trucking, the industry has provided us with a way to support our families, grow our careers, and give back to the communities in which we work and live.

For those outside of the industry, trucking ensures your quality of life is maintained. Food is on the gro-

cery store shelves. Retailers and suppliers have the stock they need. Schools and hospitals have the equipment they require. Primary industries, such as mining and agriculture, move their goods to markets. Trucking connects the dots for the local, provincial, national, and global economies.

However, trucking is more than moving freight safely and efficiently. It is about community, and it is about ensuring that we are looking after each other. I am proud that 100 per cent of the profits raised at our main National Trucking Week events go to charity. Starting in 2026, the funds raised from the MTA Truck Pull will go to The Joy Smith Foundation, which



is working to raise awareness of labour trafficking and immigration abuse in the trucking industry. As has been the case for years, the LETR Truck Ride (for which the MTA is the presenting sponsor) directs all of its proceeds to Special Olympics Manitoba.

I encourage you to please take a moment, whether you work in the trucking industry or not, and consider that if you've got it, a truck driver brought it!

Happy National Trucking Week!

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# National Trucking Week - Sept. 6 to 12, 2026

## Top 10 facts about the trucking industry in Canada

### Submitted

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Canada is a vast country with a transportation network that plays a critical role in keeping businesses, communities, and supply chains moving. Among all modes of transportation, trucking is particularly important because trucks can deliver goods directly to manufacturers, retailers, distribution centres, farms, construction sites, and consumers.

From coast to coast, the Canadian trucking industry supports domestic commerce and international trade while creating opportunities for thousands of businesses and workers.

Here are 10 important facts about the trucking industry in Canada.

**1. Trucking is a major part of Canada's transportation economy:** Trucking represents a substantial part of Canada's transportation system. According to Statistics Canada, trucking accounted for approximately \$138.6 billion in total transportation activity in 2022, including both for-hire and own-account trucking. Of that amount, for-hire trucking represented about \$96.4 billion.

The broader transportation and warehousing sector contributed \$96.5 billion directly to Canada's GDP in 2024, or 4.3 per cent of national GDP, according to Transport Canada. These figures demonstrate how closely trucking is connected to Canada's overall economy.

**2. Canada has more than 150,000 truck transportation establishments:** Canada's truck transportation sector includes a large number of businesses of different sizes.

Canadian Industry Statistics reports 153,867 establishments in the truck transportation subsector in 2025. Remarkably, 99.5 per cent had fewer than 100 employees, highlight-

ing the industry's strong small-business and owner-operator presence.

This means Canada's trucking industry isn't dominated exclusively by large fleets. Thousands of small carriers and independent operators contribute to the movement of goods every day.

**3. General freight trucking makes up a huge portion of the industry:** General freight trucking covers the transportation of a wide range of products that don't require specialized equipment.

In 2025, Canada had 118,355 establishments classified under general freight trucking. More than 99 per cent had fewer than 100 employees.

General freight carriers transport everything from packaged consumer products and manufactured goods to food, retail merchandise, and industrial supplies.

**4. Trucking supports hundreds of thousands of jobs:** The trucking sector is also a significant source of employment.

Transport Canada data show that combined employment for for-hire trucking and owner operators has reached hundreds of thousands of workers in

recent years. The broader transportation and warehousing sector supports nearly one million direct and indirect jobs across Canada.

The industry's workforce extends well beyond truck drivers. It includes dispatchers, mechanics, fleet managers, logistics coordinators, safety professionals, warehouse employees, administrative staff, and many other roles.

**5. Owner-operators play an important role:** One of the defining characteristics of Canadian trucking is the presence of owner-operators and small carriers.

Many trucking businesses operate with only a handful of employees or are structured around independent truck owners. In general freight trucking alone, 87.2 per cent of employer establishments were micro businesses with fewer than five employees in 2025.

This structure gives entrepreneurs opportunities to enter the transportation industry without building a large fleet.

**6. Trucking is essential for Canada's long-distance supply chains:** Canada's enormous geography makes reliable freight transportation essential.

Trucks connect major population centres with

rural communities, manufacturing facilities, ports, warehouses, farms, mines, and retail locations. Unlike rail or marine transportation, trucks can provide direct door-to-door delivery, making them especially valuable for the first and last stages of supply chains.

Trucking also connects Canadian businesses with major international markets, particularly through the Canada-U.S. border.

**7. Cross-border trucking is critical to Canada-U.S. trade:** Canada and the United States have highly integrated supply chains, and trucking is a key component of that relationship.

Transport Canada reported that the number of trucks entering Canada declined in 2025, with 5.07 million trucks entering through Central, Western, and Atlantic regions combined, compared with approximately 5.33 million in 2024. The decline was associated with lower trade in areas such as automotive products, machinery, forest products, and metals.

Cross-border trucking is particularly important for industries where components and finished products move between Canadian and American facilities multiple times during production.

*Continued on Page B6*

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National Trucking Week

# National Trucking Week - Sept. 6 to 12, 2026

## Editorial: Trade negotiations and impact on supply chain

Submitted  
CANADIAN TRUCKING ALLIANCE

The introduction of cross-border trade friction presents an immediate, systemic threat to the integrity of the transborder supply chain, says the Canadian Trucking Alliance.

As an industry that moves virtually every consumer product, component, and raw material across the continent, commercial trucking serves as the economic baseline for North American trade. Any contractive pressure on Canadian industrial exports immediately diminishes available freight volumes nationwide.

Crucially, this disruption extends beyond southbound traffic. A drop in Canadian export volumes directly reduces the capacity of Canadian fleets operating in the United States, choking off the availability of equipment needed to transport American goods back into Canada. These risks creating a severe, structural equipment imbalance across the border, which will undoubtedly increase logistical complexity and operational costs for businesses on both sides of the border, exposing the fact that commercial transportation cannot be treated as an isolated component of the trade ecosystem.

### Enhancing border security and combating illegal activity

In tandem with economic stabilization, border security and illicit cross-border drug interdiction reportedly remain prominent friction points in ongoing bilateral discussions. The CTA emphasizes that national security and supply chain efficiency are mutually reinforcing priorities. The Alliance has developed a comprehensive action plan specifically engineered to identify, isolate, and eliminate carriers and drivers participating in cross-border smuggling and illegal activities.

To safeguard the integrity of our international trade corridors, the CTA strongly encourages the Government of Canada to accelerate its formal discussions with our sector. Implementing this joint framework will allow enforcement agencies to leverage industry intelligence, target bad actors, and ensure that border protocols remain fluid for compliant commerce while penalizing criminal elements.

### Establishing frameworks for supply chain stabilization and public procurement

As the federal government evaluates financial or regulatory stabilization frameworks for various industries, the CTA stresses that any upcoming policy responses must address the



PHOTO SOURCED FROM THE CANADIAN TRUCKING ALLIANCE

The impacts of trade negotiations are vast- The trucking industry is not being exempt from its effects.

structural realities of the logistics sector. Previous federal support models – such as past assistance programs for the steel sector – overlooked the trucking industry entirely, despite our sector being responsible for moving those very materials. This approach forced carriers to absorb downstream fallout independently. A repeat of that structural omission is unsustainable under current economic conditions.

Furthermore, the CTA maintains a firm position on the qualification criteria for any potential government initiatives or stabilization programs. Public funds, stabilization frameworks, and public sector procurement contracts must be reserved strictly for compliant, responsible operators. The CTA explicitly opposes the extension of any regulatory relief, subsidies, or government supply chain contracts to fleets that operate outside regulatory standards.

As cross-border disruptions occur, domestic freight networks become central to the future viability of trucking fleets. Because the economic stability of many carriers is currently under pressure, the CTA maintains that no government procurement contracts should be awarded to fleets util-

izing non-compliant driver misclassification models, such as the “Driver Inc.” mechanism. Clean procurement must become a priority across all federal departments. Building on ongoing CTA discussions with Canada Post regarding enforcement against non-compliant procurement practices, these responsible sourcing frameworks should be adopted by provincial crown corporations as well. Rewarding non-compliance undermines fair competition and penalizes most fleets that invest in safety, proper labour practices, and legal compliance.

### The path forward

The Canadian economy is entering a challenging operational period. To navigate these headwinds, public policy must position the commercial transportation sector at the center of national supply chain planning. The CTA remains prepared to work alongside federal and provincial authorities to draft practical blueprints that preserve supply chain integrity, protect compliant businesses, and maintain the continuous flow of essential commerce.



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A thank you to all of those in the trucking industry for all that you do: National Trucking Week

# National Trucking Week - Sept. 6 to 12, 2026

## Sign of burnout in the industry

By **Tory McNally**  
MTA HR RESOURCES

In the trucking industry, the pace is relentless. Tight delivery windows, long hours, and the constant pressure to keep things moving can take a real toll, not just on drivers but on dispatchers, mechanics, and office staff too. Emotional wellbeing often takes a back seat to operational demands, but it is closely tied to safety, retention, and overall performance.

Burnout rarely shows up overnight. More often, it builds gradually and shows itself through small but noticeable changes. A reliable employee may start missing deadlines or making uncharacteristic mistakes. Someone who is usually steady might become irritable, withdrawn, or disengaged. You may see increased absenteeism, more sick days, or a pattern of late arrivals. In a safety-sensitive industry, even subtle dips in focus or energy matter.

For managers, the key is not to diagnose or fix everything, but to notice. Paying attention to changes in behaviour or performance is the first step. A simple check-in can go a long way. Asking "How are things going for you?" or "I'm here if you need support. Is everything okay?" opens the door without putting someone on the spot. Many employees will not raise concerns on their own, especially in environments where toughness and resilience are part of the culture.

Support does not have to be complicated or expensive to be effective. Small, practical actions often make the biggest difference. Flexibility, where possible, is one of the most valued supports. In trucking, that might not mean reducing hours, but it could mean adjusting start times, offering more predictable schedules, or being open to shift swaps when personal responsibilities come up. Even modest predictability can help employees better manage family life, rest, and recovery.

Encouraging regular breaks is another simple but



PHOTO SOURCED FROM THE MANITOBA TRUCKING ASSOCIATION

Trucking is a demanding industry, whether you are a driver, dispatcher, mechanic, or a member of the office staff. The Manitoba Trucking Alliance's HR Resources has tips to help employers mitigate burnout amongst staff.

important step. Skipping breaks might feel productive in the moment, but over time it contributes to fatigue and burnout. Leaders who model and reinforce the importance of rest send a clear message that wellbeing matters.

Communication also plays a role. When employees understand expectations, changes, and pressures facing the business, it reduces uncertainty and stress. Transparency builds trust, and trust makes it easier for people to speak up before they reach a breaking point.

Recognition should not be overlooked either. In a busy operation, it is easy to focus on what is not getting

done. Taking a moment to acknowledge consistent effort, safe work, or going the extra mile can boost morale more than expected. It does not need to be formal or costly, just genuine.

Finally, creating a culture where it is acceptable to ask for help is critical. This does not require a full program or policy overhaul. It starts with everyday interactions, how supervisors respond when someone raises a concern, and whether employees feel heard.

The reality is that trucking will always be demanding. But when supervisors notice early signs of strain and respond with small, thoughtful actions, it can prevent burnout from tak-

ing hold. In an industry where people are the backbone of operations, supporting their wellbeing is not just good practice, it is good business.

*Tory McNally, CPHR, BSc., Vice President, Professional Services at TIPI Legacy HR+ (formerly Legacy Bowes) is a human resource consultant and relationship builder. She can be reached at tmcnally@tipipartners.com.*

*Looking for more great HR articles? Visit the HR Resources page on the Manitoba Trucking Association website for articles, past webinars, and more resources to help your HR practices in the trucking industry!*

Over 90 per cent of goods moved within Manitoba depend on trucks.



53 per cent of Manitoba's economy is derived from trade.



The Manitoba trucking industry operates more than 15,000 power units and 20,000 trailers.



Note: Statistics courtesy of the Manitoba Trucking Association.



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*Continued  
from Page B3*

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In short, Canada's trucking industry is a vital part of the country's economy—and its importance is likely to continue for years to come.

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# National Trucking Week - Sept. 6 to 12, 2026

## Editorial: Restoring Law and Order to Canada's Roads

By Greg Arndt,  
Chairman, Canadian Trucking Alliance

*Editor's note: The following editorial first appeared in Today's Trucking.com*

The Canadian Trucking Alliance has successfully turned a critical corner in efforts to combat the illicit Driver Inc. model and enforce government compliance against systemic tax evasion and worker exploitation. By securing targeted federal funding commitments, removing the T4A enforcement moratorium, and establishing cross-jurisdictional frameworks, our industry has laid a powerful corporate foundation to restore law and order. However, fully eradicating these predatory practices requires a few final steps to finish the job.

When I assumed the role of Chair two years ago, I knew our sector was facing a pivotal structural challenge where fair competition, highway safety, and basic labour standards were under severe pressure. Today, our professional mission remains clear: we must maintain this momentum and see the work through to fully restoring structural accountability across Canada's transportation sector.

Some observers could suggest that describing this systemic challenge as a battle is a mischaracterization. However, after two years of leading this alliance, I can state with absolute clarity that it is precisely that. We are witnessing the emergence of an underground element within our own industry, which is actively seeking to undermine and displace law-abiding, compliant carriers. This parallel market operates on a business model designed to bypass the regulatory boundaries designed to govern us all.

I have seen this firsthand throughout my tenure as chair. This threat must be treated with the highest level of professionalism, while recognizing its full scale and gravity. Ultimately, this is a battle over the future of our sector and the fundamental rules of fair market competition in Canada.

Our multi-stage timeline designed to reestablish true law and order began over 24 months ago with structured advocacy in Ottawa, culminating in the landmark Standing Committee on Transport, Infrastructure and Communities (TRAN) hearings. During those sessions, the Alliance and expert witnesses were nearly unanimous in exposing the systemic lawlessness affecting our sector.

We provided evidence that driver misclassification is the root cause of widespread safety failures, corporate tax evasion, and labour abuse and non-compliance across the country. That allowed us to advance our objectives deeper into the regulatory framework, securing a federal budget commitment of \$77 million over four years to dismantle the scheme. This funding directly empowered the Canada Revenue Agency (CRA) to target the misuse of Personal Services Business designations. Sequential to that legislative milestone, our next breakthrough occurred when the CRA officially lifted its long-standing T4A enforcement moratorium, introducing real financial penalties for non-compliant networks.

True compliance, however, requires synchronization across federal departments. Following these initial tax adjustments, Minister Patty Hajdu reinforced

the government's regulatory mandate to CTA by committing to deploy rigorous enforcement measures against labour misclassification. This directly resulted in expanding the reciprocal Information-Sharing Arrangement between the CRA and the Labour Program at Employment and Social Development Canada (ESDC).

Over the last 24 months, we have watched federal agencies significantly escalate their presence on the ground. Joint task forces and ramped-up field audits are no longer distant policy concepts; they are an active, growing reality for non-compliant networks as federal inspectors systematically coordinate their data.

With this heightened federal framework secured, we shifted our focus to aligning our provincial partners. At the Council of Ministers Responsible for Transportation and Highway Safety, Federal Transport Minister Steven MacKinnon joined provincial leaders in a unified pledge to collaboratively combat Driver Inc. His commitment to coordinated action laid the groundwork for an all-hands approach to truck safety and regulatory oversight. Over my tenure, the work at provincial scales has truly intensified. Provincial ministries and workers' compensation boards have steadily moved past individual silos, escalating localized enforcement blitzes to identify bad actors at provincial inspection scales and apply penalty structures against them.

This brings us to our current phase: marching towards our final objective. Following extensive consultations with CTA leadership, the Canadian Council of Motor Transport Administrators (CCMTA),

alongside the Council of Transportation Deputy Ministers and Labour authorities, has formally committed to bringing forward a unified, comprehensive national enforcement plan to tackle Driver Inc. this fall. This would deliver the cross-jurisdictional architecture we have fought for – a structural overhaul updating National Safety Code standards to systematically eliminate the gaps that non-compliant operators exploit. Fleets that cut corners on their tax obligations typically do the same throughout all their operations – including vehicle maintenance and electronic logging device compliance. This plan is not simply an economic or regulatory issue, but a matter of public safety and, ultimately, life and death.

It was incredibly difficult to establish our position against these entrenched practices, but we are now advancing toward a landscape of real solutions and political alignment we have spent years trying to achieve. As we approach this critical window, the industry is awaiting the final recommendations from the TRAN Committee that is expected to detail how the government plans to finalize corrective measures against Driver Inc.

Crucially, this push aligns with three massive federal battlegrounds this fall. First, upcoming Transport Canada security consultations coincide directly with the CTA's aggressive drive to overhaul border security protocols. We are demanding strict new frameworks to stop the flow of contraband being smuggled across our borders, and within our supply chains and illicit networks.

Second, concurrent forced labour consultations

led by ESDC provide the perfect launchpad for our next major directive: the CTA is calling for an absolute end to non-compliant carriers having any access to foreign labour pools.

Thirdly, the intense scrutiny at parliamentary hearings regarding the integrity of federal supply chains, helped CTA secure a public commitment from Canada Post leadership that it will not do business with fleets engaged in exploitative practices, and the CTA is now actively collaborating with Canada Post to implement enhanced carrier vetting frameworks to ensure Driver Inc. is completely locked out of their supply chain.

However, we must have clear eyes about the pushback we face. The operators and protectors of the Driver Inc. model are not retreating quietly. They possess considerable political capital and are actively lobbying Ottawa and the provinces, attempting to muddy the waters, dilute regulations, and mischaracterize our message. They are spending significant resources fighting our objectives because they want to protect an illicit system that pads their pockets at the expense of human dignity and public safety.

This political leverage is precisely why we cannot falter now. Responsible, law-abiding carriers and courageous politicians across Canada must con-

tinue to step up and join our cause to counter this highly coordinated resistance.

Let me be unequivocally clear about our expectations. There is absolutely no room for more delays, half-solutions; no space for "soft enforcement", and the time for "educational periods" is long gone. The industry demands strict, unyielding enforcement of the rules as they're written on all operators.

Looking back over these two fast-paced years, I am incredibly proud of how far we have marched. We have moved from identifying the problem in parliamentary hearings to securing \$77 million in funding, aligning federal ministers, bringing major Crown corporations to the table, and finalizing a national fall execution plan with the CCMTA. Tough days and complex challenges still lie ahead of us, but we possess undeniable momentum. The commitments made by Minister Hajdu, Minister MacKinnon, and our public and private partners must be fully operationalized.

To the shippers who choose compliant carriers, and to the thousands of honest truck drivers who keep our economy moving, your resilience keeps us marching toward progress. We are advancing with purpose. We will not stop until fair competition, safety, and the rule of law prevail on every highway across Canada.



**Jodie Byram**  
MLA for Agassiz

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# National Trucking Week - Sept. 6 to 12, 2026

## Trucking HR Canada's 'Top Fleet Employers'

**Submitted**  
MANITOBA TRUCKING ASSOCIATION

The Top Fleet Employers program is a national program that recognizes the importance of having sound HR policies and practices in the trucking and logistics industry.

Top Fleet Employers is not a competition – it's recognition for those who meet HR standards of excellence. Top Fleet Employers are leaders in promoting a positive image of the trucking and logistics industry.

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panies undergo a rigorous application process, but only the best are recognized as Top Fleet Employers.

The Manitoba Trucking Association is proud to have the following Top Fleets among its membership.

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TEN Canada, of ON.

**Year nine:** Payne Transportation Ltd., of MB; and Rosenau Transport Ltd., of AB.

**Year seven:** Big Freight Systems Inc., of MB.

**Year six:** Northern Resource Trucking, of SK; and Steve's Livestock Transport, of MB.

**Year four:** Gardewine Group, of MB; and Trappers Transport Ltd., of MB.

**Year 3:** Jade Transport Ltd., of MB; New Way Trucking Ltd., of AB; and Penner International Inc., of MB.

## Did you know?

According to the Manitoba Trucking Association:

- 1) 324,000 Canadians are employed as truck drivers in Canada.
- 2) For domestic transportation, trucking is the preferred mode of transport.
- 3) Transportation and warehousing contributed 6.3 per cent to Manitoba's GDP in 2023.
- 4) Truck transportation accounts for over 28 per cent of transportation and warehousing GDP across Canada.



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### What is RPM: Trucking Industry Safety?

RPM is a Certifying Partner with SAFE Work Manitoba. We assist SAFE Work Manitoba by providing training and advisory support to Manitoba's trucking industry, and are working with dozens of Manitoba's trucking companies to achieve SAFE Work Certification.

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Visit our website ([rpmsafety.ca](http://rpmsafety.ca)) or contact us ([info@rpmsafety.ca](mailto:info@rpmsafety.ca) or 204-632-6600 ) today to get started on your Journey to Certification.









# If you've got it, a truck driver brought it!

## Happy National Trucking Week! September 6-12, 2026







A thank you to all of those in the trucking industry for all that you do: National Trucking Week