



**Canadian Trucking  
Alliance CTA**



**House of Commons' Standing Committee  
on Agriculture and Agri-Food:**

Perception of Public Trust in the Canadian  
Agriculture Sector

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**Canadian Trucking Alliance**  
**Alliance Canadienne du Camionnage**

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### **The Canadian Trucking Association (CTA)**


- By way of background, the Canadian Trucking Alliance (CTA) is a federation of provincial trucking associations, with a membership of over 4,500 carrier companies.
- Our carriers employ approximately 150,000 Canadians and are responsible for servicing about 70% of the country's road freight needs.
- While CTA's membership includes some of the largest trucking enterprises in North America, the bulk of the Alliance's membership consists of small and medium-sized businesses.
- CTA's operations are guided by its Board of Directors, made up principally of chief executive officers, presidents and senior executives of trucking companies from across Canada.

### **Canada's Trucking Industry**

- Trucking is a \$67 billion industry in Canada that touches the lives of every Canadian, every single day. The phone in your hand, the shirt on your back, and the food you ate for breakfast was on a truck at some point in its delivery to you.
- This intricate journey requires the vast skills and contributions of over 500,000 Canadian employees in a variety of occupations.
- A key economic force on its own, the industry also supports the success of numerous other economic sectors including agriculture, construction, forestry, advanced manufacturing, mining and oil and gas extraction, and more.

### **Perception of Trust in the Canadian Agriculture Sector**

- Canadians are increasingly becoming more aware and discerning about the sources of their food and how it is produced.
- With respect to the use of animals, whether they are produced for food or other purposes such as clothing (e.g., wool; fur), many consumers want to know more about the processes involved with animal production from care on-farm to final processing, which includes transportation.
- There has been a significant shift in recent history with Canada's population moving from rural to urban and suburban locations. According to CFIA: the number of farms decreased by 45.8% between 1976 and 2001.
- As a result, most Canadians do not have the opportunity to see first-hand how animals used for food and other purposes are produced. For biosecurity purposes, visitors to farms are discouraged.

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- Often, the only time that Canadians have the opportunity to see animals used in agriculture is when the animals are moved off-farm on public roads and highways, usually by commercial trucks pulling specially-designed trailers that are manufactured for the movement of livestock and poultry.
  - This means that while many on-farm activities involving animal production and farming occur outside the public domain, the transportation of animals off-farm is likely the most public and visible component when it comes to the use of animals in agriculture.
  - As such, many of the perceptions that the public has about farmed animal agriculture may be more often than not linked to the animals' final phase of production when they are travelling from farms or markets to other destinations, such as processing plants and feedlots.
  - It is estimated that over 800 million animals are transported each year in Canada.
  - There are many areas where carriers and drivers have responsibility that can impact the public's perception of farmed animal agriculture, that go beyond the traditional operation of commercial motor vehicles
  - Issues such as driver training and the driver shortage are even more acute when considering livestock transport in Canada, while the implementation of electronic logging devices (ELD's), can lead to improved animal safety and animal welfare on our highways.

### **Knowledge and Skills/Training**

#### **Mandatory Entry-Level Training (Pre-Licensing Training)**

- Recently, the Federal Transport Minister announced that a national pre-licensing, minimum training standard for tractor-trailer drivers would be in place by January 2020.
- The standard will be implemented through provincial regulations and will require all new drivers to complete mandatory pre-licensing training before being eligible to take a Class A/1 (Tractor-Trailer) License road test.
- It should be noted that MELT programs are intended to provide pre-license training, and that further training through mentorships, apprenticeships, and/or additional general and specialized training is provided to drivers to further develop requisite skills.

- In the farm animal transport sector, this is particularly true. The transportation of live cargo adds significant complexities to all transport-related processes assessment for fitness, loading, unloading, driving, as well as care and ongoing assessment of animals while in transit.
- The addition of MELT is an excellent first start to build public trust in both the general trucking sector as well as the sub-sector that moves animals.
- Training has been introduced with the intent of ensuring that the welfare of animals that are transported is not negatively impacted.
- While the “knowledge and skills” requirements extend to all persons involved in the transport of animals, specific “training” requirements apply specifically to “commercial carriers”.
- For clarification: Commercial carriers must ensure that persons involved directly or indirectly in any aspect of animal transport are trained to fully understand their respective tasks as they relate to livestock transport
- Such training is not limited to drivers; extends to anyone with responsibilities for animal transport (e.g., dispatchers).
- There is a need for training dollars not only in the livestock sector, but for the entire trucking industry. Our sector should be treated like other sectors in Canada when it comes to funding for training. We are often overlooked because of the definition of what is “skilled.” This must change.

### **The Truck Driver Supply and Demand Gap**

- The estimated driver supply-demand gap for 2024 is approximately 34,000 drivers, which could increase to 48,000 based on plausible combinations of different trends that can affect industry demand, occupational attractiveness and labour productivity.
- Official statistics tend to lump all truck drivers into a single occupation, but the fact of the matter is that the specifics of different truck driving jobs, and the attractiveness of those jobs as a result, are not homogeneous. Local and long-haul truck driving, for example, are very different occupations that have very different associated lifestyles.
- The attractiveness of the job of a truck driver may diminish significantly when the additional responsibilities for the care and welfare of live animals are considered, particularly when livestock and poultry drivers are at risk of being charged and fined for offences
- Driving jobs in the general freight sector will be much more appealing to both novice and experienced truck drivers.

- As a result, carriers engaged in the movement of live animals may have to increase driver compensation packages and utilize other recruitment and retention strategies in order to compete with the general trucking sector to attract drivers from a shrinking pool of available and qualified labour.

### **Feed, Safe Water, and Rest for Animals**

- The continual consolidation of the Canadian agriculture sector has contributed to an increase in the distances animals are transported to reach production points.
- Current regulations have defined time periods during which animals can be without feed, safe water, or rest in order to reduce their risk of suffering, injury, or death during confinement and transport.
- Once the maximum time intervals without feed and safe water are reached, a minimum rest period of 8 hours is required.
- With changes that decrease the maximum amount of time that animals can be confined on conveyances without feed and safe water, the 2 existing feed and rest stations that are located near Thunder Bay may no longer be adequate to service carriers that transport animals from Ontario to western Canada. Additional stations may be warranted west of Manitoba/Saskatchewan.

### **Hours of Service/Electronic Logging Devices (ELDs)**

- Businesses that transport animals range from small operators that move one animal, to vertically integrated systems that transport multiple species of animals over short and long distances.
- Commercial vehicle drivers must comply with a complex set of rules that govern the number of hours spent behind the wheel of a truck
- Drivers are required to complete a daily log that accounts for his/her on- and off-duty time for each day. The regulations detail minimum information that must be recorded on daily logs, and drivers have to keep copies of daily logs with them for the preceding 14 days.
- Proposed amendments to Canadian Hours of Service Regulations, which were published in December 2017, will mandate the use of ELDs by drivers who currently maintain daily logs.
- Currently, Electronic Recording of hours can be used in lieu of paper daily logs if prescribed conditions are met.

- ELDs use technology to automatically records a driver’s driving time and other hours-of-service (HOS) data.
- It is expected that the ELD requirement will come into effect soon
- Under U.S. regulations that came into effect in December 2017, all trucks moving into the U.S. must be equipped with ELD technology
- It should be noted that the actual Hours of Service rules will not change when ELDs become mandatory; the use of ELDs merely represents a more effective and efficient manner of recording commercial drivers’ duty statuses.
- By monitoring a vehicle’s engine to capture data about engine operation, vehicle movement, distance driven, and duration of engine operation, the use of ELDs can prevent drivers from falsifying hours of service entries to extend their driving hours.
- ELDs are viewed as a means of levelling the playing field between individual operators and carriers of all sizes to ensure that all parties are following rules that are intended to improve road safety by reducing driver fatigue.
- Many carriers have already implemented ELDs in their operations in advance of the legislative requirements in order to better monitor driver activity and to improve safety within their operations. This includes livestock haulers who have experienced no issues with compliance

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