



CANADIAN TRUCKING ALLIANCE

Call to Action:

Make Next Government Prioritize Trucking Issues



Canadian Trucking Alliance

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Following the fall election this October, the elected Prime Minister will issue “mandate letters” to new cabinet outlining the priorities for each minister. Basically, mandate letters are ‘to-do’ lists the Prime Minister’s Office wants completed by the end of each minister’s mandate. CTA has submitted a policy paper to all federal political party leaders, which outlines industry priorities that should be included in future mandate letters. Solving the Driver Inc. issue is front-and-centre in the CTA submission.

CTA wants you to send an e-mail to all party leaders outlining your top issues you would like to see included as part of the next mandate letters. Please see some suggested topics and wording to include in your correspondence.

Contact information for each leader is as follows:

pm@pm.gc.ca

The Right Honourable Justin Trudeau
Prime Minister of Canada
House of Commons
Ottawa, Ontario
Canada K1A 0A6

Andrew.Scheer@parl.gc.ca

Honourable Andrew Scheer
Leader of the Conservative Party of Canada
House of Commons
Ottawa, Ontario
Canada K1A 0A6

Elizabeth.May@parl.gc.ca

Elizabeth May
Leader of the Green Party of Canada
House of Commons
Ottawa, Ontario
Canada K1A 0A6

Jagmeet.Singh@parl.gc.ca

Jagmeet Singh
Leader of the New Democratic Party
House of Commons
Ottawa, Ontario
Canada K1A 0A6

Please consider adding these points to your letter/e-mail:

Company Description

- Location, number of trucks, employees and the sectors of the economy you serve.

Driver Inc.

- The trucking industry wants the next government of Canada to ensure there is a level playing field among fleets from coast-to-coast. This is achieved first and foremost by enforcing the rules governing our sector.
- The most critical example of an issue distorting our industry’s level playing field, is Driver Inc. – a tax scam that leads to millions of dollars in avoided payroll and income taxes. The Canadian Trucking Alliance conservatively estimates the federal government forgoes \$1 billion in tax payments from our sector as a result of minimal to no enforcement of Driver Inc.
- For good, law-abiding trucking fleets like me, I am losing business – and drivers on a daily basis to these unprincipled, non-compliant fleets using illegal tax and labour schemes. If action is not taken quickly the Canadian economy will be moved by unscrupulous fleets that pay no taxes. Is this what the next government of Canada wants?
- CTA wants to see in the mandate letters of both the minister responsible for CRA and Labour files to include the immediate crackdown on Driver Inc. This is essential if we are to ensure the

Canadian trucking industry doesn't shift from a law abiding community dominated by small, family-run carriers into one of a few large fleets who have little to no regard for compliance of any kind.

Truck Safety

- Many of these Driver Inc. companies are also engaged in several unsafe practices pertaining to the operation of trucking equipment and the monitoring of their drivers' on-road behaviour.
- To correct this, CTA is calling on the mandate letter for the next Minister of Transportation to contain the following: (1) Ensure the ELD mandate is hard-enforced on all federally-regulated carriers by July 2021 in all provinces; (2) Champion that all provinces adopt the rule for all provincially-regulated carriers; (3) Ensure there is a national pre-licensing MELT training standard in place by 2021; (4) introduce a national test/audit for all new carriers entering the federally regulated trucking sector.

Environment

- Carbon pricing has always been touted to spur changes in behaviour, but in the long-haul trucking industry, there are limited options for change. Currently, there are very few, if any, wholly-viable and widely available alternatives to the diesel engine. This fact is recognized in the Environment Canada regulations governing carbon emissions from trucking equipment. Consequently, the Canadian trucking industry finds it difficult to understand the policy intent behind adding carbon pricing to our diesel fuel as there is no true 'alternative' and the equipment on the market is already strictly regulated by Environment Canada from a carbon standpoint.
- Nonetheless, if a carbon tax is to be in place, CTA supports a policy that redistributes the revenue back to industry. In this, revenues should be used to support programs that incentivize the purchasing of newer and greener trucking equipment along with supporting the retrofitting existing equipment wherever viable.

Infrastructure

- Every year CTA produces a document outlining infrastructure priorities in each province across Canada. While this list does not include all the infrastructure needs in each province, it does represent a short list of projects that would have a significant impact on provincial, regional, or national trade. In each case, funding for road-based infrastructure would significantly improve the trucking industry's ability to carry the nation's domestic and international trade. For a copy of CTA's 2019-2020 Infrastructure Priorities, [click here](#).

Labour Market

- While the industry is taking steps on a number of fronts to help address its labour shortages – from increasing wages to better marketing of the opportunities available in the industry – it will likely not be able to meet its labour needs over the coming years without increased access to labour through immigration. CTA would like to see the next government increase the industry's access to immigration programs and work with CTA to ensure the industry is supported in meeting its labour needs.
- In early 2018, CTA supported Trucking HR Canada (THRC) in hosting roundtable sessions across the country as part of their sector review of the Temporary Foreign Worker Program (TFWP). One of the chief recommendations was the need for a 'trusted employer' vetting process to expedite and streamline the Labour Market Impact Assessment (LMIA) process. CTA stands ready to help the next federal government administer a recognized employer program for the trucking industry and is willing to dedicate resources to such an initiative.

- While existing programs are being used in our industry, such as the Canada Job Grant and the Apprenticeship Program in Ontario, more needs to be done to support employers. Mandatory entry level training (MELT) which will be in place in all provinces by 2020 will come with increased training costs. While this is needed to boost training quality, financial assistance from the government could help manage this transition and support employers and new entrants.
- CTA is proposing the next federal government undertake a pilot program to help assist new drivers enter our industry. This could support enhanced training as only select schools and employers with proven track records could likely participate. The end goal of this is to support and encourage more Canadians to consider truck driving as a career option and to better facilitate their entry into our sector. CTA requests that a conversation take place with the industry on how the government can support us in raising the training bar in our sector.
- The federal government needs to focus on how modern supply chains work and tailor labour laws to support these complex systems. Continuous operations industries like trucking operate on a 24 hour/ 7 days a week schedule and as such, need to maintain flexibility with their workforce schedules.
- IPGs have recently been drafted to provide the trucking industry (and other transportation modes) some relief when it comes to some of the new Labour Code provisions that came into effect on September 1, 2019. The direction taken in these IPGs by ESDC now needs to be put into regulation. Only then can our industry be assured that they can continue to operate as they did before September 1st. Having these exemptions made official will also help to assure all those in the economy that rely on trucking, that their supply chains are secure.

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