

We're Safe

We're committed to safety – it's good business and it's the right thing to do, for our employees, our customers, and others on the road. That means we keep our trucks well maintained, adhere to company safety policies, set clear expectations for drivers, and respect the rules and regulations that govern our industry.

Our efforts show in improvements to the industry's safety record, which includes a reduction in the heavy-truck collision rate over the past decade.

Heavy Commercial Vehicle Fatal and Injury Collisions in BC, 2003-2012 PER 10,000 LICENCED VEHICLES (GVW>11,795 KG)



Between 2003 and 2012: collisions peaked in 2007 at 2,287 per 10,000 vehicles and fell in 2012 to 1,794 per 10,000 vehicles. That's a 22% reduction over six years.

For all multi-vehicle fatal collisions, data also shows that:

- > In BC, the truck driver was at fault 19% of the time.
- > The driver of the other vehicle was at fault 57% of the time.

WE CAN'T CONTROL ROAD CONDITIONS, THE WEATHER, OR THE ACTIONS OF OTHER DRIVERS, BUT THE TARGET RATE FOR TRUCKING-RELATED ROAD INCIDENTS CONTINUES TO BE **NONE AT ALL.**

ABOUT BCTA

The British Columbia Trucking Association (BCTA) is the recognised voice of the provincial motor carrier industry, representing about 1,200 truck and motor coach fleets and about 250 suppliers to the industry.

Our members operate more than 13,000 vehicles and employ more than 26,000 people in communities throughout BC. Together they generate over \$2 billion in revenue in the province annually.

BCTA's mandate is to responsibly represent our industry, work co-operatively with governments of all levels, and educate British Columbians about the important and necessary role our industry plays in their daily lives.

Data sources for this publication are available from BCTA.

THE BRITISH COLUMBIA TRUCKING INDUSTRY

Proudly Serving BC ...and YOU

BCTA
BC TRUCKING ASSOCIATION

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THE TRUCKING INDUSTRY IS PART OF EVERY COMMUNITY IN THE PROVINCE. WE CARRY BC'S RESOURCES TO OTHER MARKETS AND GOODS OF ALL TYPES TO STORES, BUSINESSES AND INSTITUTIONS THAT SUPPORT AND BENEFIT YOU AND YOUR FAMILY, FRIENDS AND NEIGHBOURS. WE CONTRIBUTE TO BC'S PROSPERITY AS EMPLOYERS AND TAXPAYERS, IN ADDITION TO THE SERVICES WE OFFER. **WE'RE ESSENTIAL TO THE ECONOMIC AND SOCIAL LIVELIHOOD OF BC.**

FIND OUT MORE ABOUT US – BECAUSE WE SERVE YOU TOO.

Meet BC's Fleet

BC's trucking fleet is made up of for-hire and private motor carriers. For-hire carriers transport freight of all types for many different customers. Private carriers move their own goods.

MOST TRUCKING COMPANIES ARE SMALL. **90% OF US OPERATE 5 OR FEWER TRUCKS**, BUT JUST 10% RUN ABOUT 60% OF OUR PROVINCIAL FLEET.

BC TRUCKING INDUSTRY SNAPSHOT

TOTAL = 23,274 COMPANIES

OPERATING ONE VEHICLE



OPERATING 2-5 VEHICLES



OPERATING 6-10 VEHICLES



OPERATING MORE THAN 10 VEHICLES



Note: Amounts are rounded. Only 117 fleets in BC have over 50 vehicles and only 40 of those have over 100.
Source: NSC Database, 2011

TO LEARN MORE, VISIT WWW.BCTRUCKING.COM

We're Important

WE'RE SO CRUCIAL TO THE ECONOMIES OF BC AND CANADA THAT THEY WON'T WORK EFFICIENTLY WITHOUT US. TRUCKING COMPANIES CONTRIBUTE AS BUSINESSES AS WELL AS SERVICE PROVIDERS TO MANY OTHER BC INDUSTRIES AND BUSINESSES. **WE EMPLOY THOUSANDS OF BRITISH COLUMBIANS – AND PAY MANY MORE THOUSANDS IN TAXES AS WELL!**

For-hire trucking's share of the GDP (2011):

> \$2 billion or 1.29% in BC

> \$16.6 billion or 1.3% in Canada

Not including truck transportation by private companies!
Many industrial sectors need trucking to generate their own shares of the GDP.

What does trade look like at the border?

In 2011, at the three Lower Mainland commercial border crossings, trucks made

> 522,095 trips into the US

> 497,645 trips into Canada



That's a lot of trucks – and a lot of trade! What were they carrying? What is it worth?



We're hiring

For-hire trucking companies:

> Employed 406,000 Canadians in 2010, including over 300,000 drivers.

> Employed 33,579 people in BC and the Territories in 2008, including 22,964 drivers, full time and part time.

> Paid average weekly earnings of \$941 for all trucking employees in BC in 2011, compared to an average of about \$842 for all employees in BC, including overtime.

A recent study concluded that **we'll need 25,000 to 33,000 new professional drivers** in Canada by 2020.

We pay our share

Trucking uses BC's public roads and bridges, and, **just like you, we pay our share of taxes** to help keep them in good shape.

UP TO

\$49,000 PER TRUCK PER YEAR

INCLUDING UP TO 20 DIFFERENT TAXES AND FEES SUCH AS:

\$16,850 FUEL TAXES

\$14,500 INCOME TAX (for the driver & other employees)

\$4,500 CORPORATE TAXES

\$4,000 LICENSING & REGISTRATION

Note: BCTA calculation based on one 8-axle liquid tank semi-trailer combination in the Lower Mainland (2013)

We're Clean

WE'RE ON BOARD WITH PUTTING THE ENVIRONMENT FIRST. **THE TRUCKING INDUSTRY IS GETTING PROGRESSIVELY CLEANER AND GREENER**, THANKS TO TWO MAJOR TRENDS: INCREASINGLY STRINGENT STANDARDS IN CANADA AND THE US FOR FUEL AND ENGINE EMISSIONS AND OUR OWN ACTIONS IN CUTTING FUEL USAGE.

Our biggest challenge? Investments in new trucks and equipment can be out of reach for many of the small companies that make up most of BC's trucking industry. Over time though, older trucks will be phased out and we'll continue to find ways to use less fuel – that just makes sense.

What Smog?

Burning diesel fuel can contribute to air pollution, but ultra-low-sulphur diesel and advanced engine technology are making a huge difference in emissions.

Engine technology has already **drastically reduced air pollutants** like particulate matter (PM) and nitrogen oxides (NOx).

In fact, 2010 engine standards prohibit emissions of NOx from heavy-duty diesel engines higher than 0.2 g/bhp-hr (grams per brake horsepower-hour).

That's virtually zero.

EMISSION REGULATIONS



Graph source: <http://www.factsaboutscr.com/environment/epa2010.aspx>

Reducing Greenhouse Gas Emissions

Burning diesel also contributes to greenhouse gas (GHG) emissions, a factor in climate change. Fuel is one of our highest operating costs – and many trucking companies operate at profit margins of less than 5%.

We know using less fuel makes sense, financially and environmentally.

Aerodynamic devices and equipment like auxiliary power units for heating/cooling can help us save up to 30% in fuel usage. Add anti-idling and driver training for fuel efficiency and the figure is even higher.

