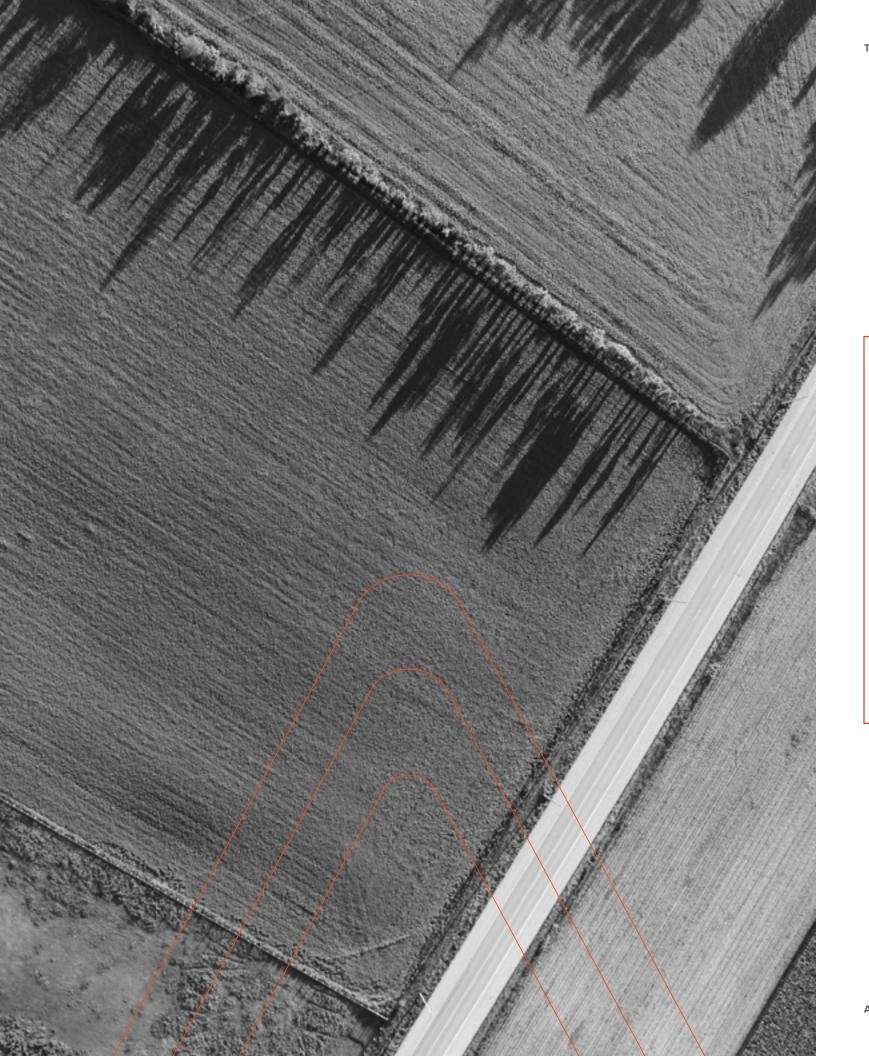


# 2019 2019 ACTIONS 8 ACHIEVENTS



- Greetings from the AMTA President
- Who is AMTA?

### PROGRAM REPORTING FOR 2018

- Compliance and Regulatory Affairs
- Injury Reduction and Training
- Certificate of Recognition
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# GREETINGS FROM THE AMTA PRESIDENT, CHRIS NASH

What a year! It is amazing how much the transportation landscape has changed in 2018, and the Alberta Motor Transport Association (AMTA) was there to be a part of it all. We are very excited to keep our momentum going.

AMTA has been, and continues to work hard as the voice, the standard and the resource representing the commercial transportation industry. To keep up with the high volume of change, AMTA is there to keep members informed and provide solutions.

We cannot speak about 2018 without first remembering the events of April 6. A commercial vehicle collision between a tractor trailer and a motor coach carrying the Humboldt Broncos hockey team resulted in the deaths of 16 people and injuries to 13 more.



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News of this collision sent a shock wave throughout the commercial transportation industry. It was not long after this tragedy that both public and industry stakeholders demanded changes resulting in three areas of regulation being mandated for improvement. The mandates were: to develop and implement Mandatory Entry Level Training (MELT) for new drivers, New Carrier entrant requirements, and revamping of the driver's licence examiner model. All are to be in place by early 2019. Although these initiatives were AMTA lobbies prior to the incident, they were not at the top of the regulator's priority list. Since April 6, these changes became priority to regulators. These mandates took effect March 1st. 2019. The AMTA was at the table, both provincially and federally, to ensure the industry was heard and represented.

#### GREETINGS FROM THE PRESIDENT

We learned from 2018 that there is a need and overall desire for the industry to work together to develop and implement solutions. With March of 2018 being my first month as AMTA President, it did not take long to recognize those carriers, schools and associations who work on and deliver individual solutions addressing their own needs. This path does not support reciprocity to education in the industry. It is clear transportation needs an identity and the credentials to validate training and qualifications outside of these individual groups. Although transportation is one of the most highly regulated industries, there is no widely recognized training. There is a plethora of "training" available to drivers, in many forms, but very little will be considered acceptable by a new employer. For a new employer to be confident enough to forego training based on a new applicant's record, there needs to be recognized training. Industry not only wants, but needs, recognized proof of employment competency through all levels of the commercial transportation industry. Unfortunately, this is what we lack and what needs to be addressed as an industry.

AMTA's goal is to bring stakeholders together to develop industry-wide recognized training and solutions to create pathways for both new and experienced people in the commercial transportation industry. This will give all employers the confidence an applicant is competent of what is written on their resume, can enter an organization at a high level with less training time, and can start performing their required functions safely and efficiently.

The most significant issue impacting the commercial transportation industry has been and continues to be the driver shortage. The shortage impacts carriers, when perfectly good equipment is sitting dormant, and shipper requests have to be declined due to a lack of drivers. By creating the pathways discussed, employers can confidently hire drivers knowing the recognized training on their resume proves competency. It will create the opportunity to showcase the commercial driver as a skilled designation as opposed to the current National Occupation Classification (NOC) identifying commercial driving as unskilled labour. If we as an industry pooled all the time and money spent individually on driver training and merged our resources to develop industry recognized quality competency training, imagine the positive impact on industry.

AMTA is at the forefront of working with all stakeholders involved to find solutions for our industry, including: driver shortages, training requirements, industry designations, workplace health and safety programs, driver health and wellness, legislative interpretations, road infrastructure, greenhouse gas reduction, new technology, and Electronic Logging Device's (ELDs).

I am extremely honoured and proud to have been given the opportunity to be your AMTA President to represent the commercial transportation industry, to help steer where the industry is going and to be a part of shaping the industry going forward.

CHRIS NASH
AMTA PRESIDENT

### WHO IS AMTA?

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.





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.

Partnership is the key to an effective lobby. CRA funding is drawn from sales of products, courses and services related to CRA activities, registration for major events including Draw Down Dinners, golf tournaments and conferences, and most importantly carrier membership.

The relationship between AMTA and Alberta government continues to grow. We're looking forward to building a strong relationship in 2019 as we see new leadership moving into these roles.

Advocacy wins in the Grande Prairie area will save each oilfield hauling transportation company approximately \$450,000 annually.

2018 was an exceptional year for lobbying within our industry. It is notable that advocacy wins in the Grande Prairie area will save each oilfield hauling transportation company approximately \$450,000 annually. For a typical oilfield hauling company with more than 50 trucks, the AMTA Carrier membership cost is \$6,600.

AMTA was involved with the following lobbying successes in 2018:

### Mandatory Entry Level Training (MELT)

AMTA hosted Alberta Transportation Minister Brian Mason and industry delegates for the October 10, 2018 announcement of MELT for Class 1 and Class 2 commercial drivers and strengthened safety requirements for commercial carriers. MELT took effect on March 1, 2019 and will ensure the industry has the fundamental tools to operate on public roadways, by establishing a benchmark of required knowledge for commercial drivers and carriers.

### Highway 40 Wapiti Bridge Twinning and Highway 43X Interchange

As a result of this AMTA infrastructure lobby, on December 14, 2018, Premier Notley announced a \$700 million project to twin Highway 40 south from Grande Prairie for 19 km. This project will also include a second bridge across the Wapiti River. The government also announced it will build a new interchange at the intersection of Highway 43 and Highway 43X Grande Prairie bypass.

- Tridem Axle Overweight Parity between B.C. and Alberta Within B.C. tridem drivers may be permitted to 28,0000 kg and tridem trailers up to 29,000 kg outside of spring weights. Previously, Alberta Transportation only permitted tridem drivers and trailers to 27,000 kg. This situation created a hazard at the B.C. border where drivers were adjusting loads to meet the different weights allowed by untying loads and shifting weight. Alberta Transportation now permits up to 29,000 kgs from B.C. into the Grande Prairie area.
- Tandem Steer Picker / Bed Truck
  With the change from 15,200 kg,
  picker and bed trucks are now
  permitted to operate on tandem
  steer axle weight of 17,000 kg in
  the spring ban period. This allows
  these picker and bed trucks to be
  driven to location rather than hauled
  thus producing a cost savings and
  reduction in greenhouse
  gas emissions.

#### Hitch Offset

Most water trucks operating with a camp shack style trailer using a spindle hitch exceeded the trailer hitch offset which has a permit to allow this movement.

# Divisible Oilfield Overweight Permit

This allowed heavy haul equipment to be used in permittable overweight situations on a backhaul after transporting a non-divisible load which eliminates empty equipment traveling in Alberta when it could have been used more effectively.

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Our Compliance and Regulatory Affairs team will continue to focus on MELT and the following positions in 2019:

- Level VIII Inspections
- The Commercial Vehicle Safety
  Alliance Level VIII inspection
  is conducted electronically or
  wirelessly while a commercial motor
  vehicle is in motion without direct
  interaction with a roadside inspector
  or enforcement official. The Level
  VIII inspection is a joint project
  between the Alberta Justice, Alberta
  Transportation, and AMTA which
  may provide credit on a carrier's
  profile when a Level VIII inspection
  is conducted in the future.
- New Generation Wide Based Single Tire (NGWBST)

NGWBST technology offers several benefits over conventional dual tires including; improved fuel economy (up to 8.5%), reduced greenhouse gas emissions, and improved vehicle stability and handling. AMTA is lobbying for regulatory support for unrestricted use of NGWBST up to a cap of 8,500 kg per axle and NGWBST being 455 mm or wider.



• Legalization of Marijuana

AMTA stands behind Canadian Trucking Alliance's position not to support legalization of marijuana until certain conditions are met. In the interim, the AMTA recommends a zero-tolerance policy regarding the presence of marijuana in a commercial driver's system.

Hours of Service (HOS)

Alberta currently operates under federal or provincial regulations which cause confusion for carriers and drivers. This creates an uneven playing field for federal carriers who cannot compete with provincial carriers who can operate with more on-duty hours.

 Application of Technology on Alberta Roads

AMTA and membership are participating in conversations regarding implementation of new technologies on Alberta roads. We are committed to supporting provincial government and industry stakeholders in driving this forward.

Alberta Rest Stop Solutions

AMTA is aware of a third-party consortium willing to design, construct, finance, operate and maintain a Commercial Safety Rest Area network. The consortium has expressed the proposed project is commercially viable and will not require capital expenditure from the Alberta Government. Alberta Transportation Minister Brian Mason announced construction of three new rest stops on March 6, 2019.

Foreign Worker Programs

Canadian employers have been unable to fill a large number of vacancies with Canadian employees, with transportation being one of the most critical industries. This has drastically affected the growth of Canadian businesses and their capacity to contribute to the Canadian economy.

 Infrastructure Concerns (North East Corridors)

AMTA is involved in conversations regarding the safety and capacity of connections to the Alberta Northeast Trade Corridor, These include Highways 2, 16, 43, 63 and 881. Considering the growing number of fatalities and the economic impact in the Fort McMurray oil sands region, this region has no fully twinned roads connecting Fort McMurray to any other major corridors leading in and out of Alberta. These roads are vital as part of the North-South Trade Corridor which provides economic stability provincially and federally.



# AMTA IS LEADING THE WAY

### **Custom Advocacy**

Have a concern regarding legislation? Our Compliance and Regulatory
Affairs team can guide you through this process and bring your issue to government. We are your seat at the table with the following government representatives:

- Carrier Services
- Commercial Vehicle Enforcement
- Dangerous Goods/511 Alberta
- Driver Examinations
- Driver Program and License Services
- Vehicle Safety
- Transport Engineering (Permitting)
- Canadian Trucking Alliance (CTA)
- Canadian Council of Motor Transport Administrators (CCMTA)
- Commercial Vehicle Safety Alliance (CVSA)



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The previous year has been one of excitement and renewal for AMTA's Injury Reduction and Training (IRT) initiatives. Beginning with the advancement of significant projects from vision into reality, AMTA saw the creation of multiple new courses, participation in significant events and committees, as well as an influx of highly skilled and passionate employees.

### **ENGAGEMENT**

Throughout the course of 2018, and into 2019, AMTA's strategic engagement initiatives such as the Advisory Council, committees and regional meetings focused their efforts on ensuring meaningful purpose. With so many different opportunities to be involved, we doubled down on the desire to evaluate the purpose and benefit of these activities.

### Regional Meetings

Regional meetings continued to be held 10 months out of the year in Edmonton, Calgary, and Grande Prairie as well as alternating months in Red Deer and Lethbridge.

With presentations from Workers
Compensation Board (WCB), supplier members, and other experts, AMTA included two meetings wherein we specifically sought out guidance from the regions on a broad range of topics that affect their daily life and business operations.

### **Regional Safety Conferences**

Safety conferences were held in Calgary, Red Deer, and Edmonton in 2018. These conferences highlighted important topics such as driver management through analytics, effective risk management strategies, updates to the legislation (Bill C30) provided by Alberta Occupational Health and Safety (OHS), an update on technology in the industry provided by the Center for Smart Transportation, as well as many other topics.

The AMTA also launched the Certified Transportation Safety Professional designation at the Red Deer conference on September 20, 2018. The designation has been actively promoted at multiple events including the Health and Safety Conference held in Edmonton February 21–22, 2019 and will continue to be promoted at other conferences through the year to come.

### **IRT Advisory Council**

With a new governance document, an influx of new members, and a clear purpose, the IRT Advisory Council surged to 16 voting members spanning all three industry codes including the Regional Chairs.

### **Designations Committee**

Struck by the IRT Advisory Council, this committee has been charged with the oversight and guidance of AMTA's professional designation programs. As active members of the association and highly regarded professionals, this committee provides important input and legitimacy to the various initiatives with the desire to create professional designations for our industry.

#### **Employer Interventions**

AMTA has had enormous success in its work with high-risk employers. In 2018, we engaged with more than 40 Alberta employers who were experiencing difficulties managing or reducing their lost time injuries. The employers were introduced to AMTA and provided with an overview of our role, our capabilities, and information they needed to support improvement in their injury management strategies. We continued the work that was started in 2017 with all Alberta Health and Safety Associations, this program will remain as an engagement strategy at AMTA and has the full support of Alberta Labour and the WCB.

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#### **Government Relations**

2018 was a monumental year of change for the industry. We were at the forefront of Mandatory Entry level Training (MELT) for Class 1 and 2 drivers, updates to carrier licensing, many changes within Occupational Health and Safety (OHS) Legislation, and cross-the-board modifications to the Certificate of Recognition (COR) program.

AMTA embraced many of these opportunities as the voice, the standard and the resource of our industry. We engaged with government legislators and regulators to ensure we were a part of the solution, and not a victim of sudden change. AMTA represented the industry on multiple panels, committees, advisory groups, and progressive safety lobbies engaging with the Ministries of Alberta Labour and Alberta Transportation. The fruit of these actions can be seen in the relationships we have forged between other certifying partners, health and safety associations, and representatives within the provincial government.

### **PROGRAMS**

AMTA established three new programs with the aim of providing structured career paths and improving overall safety performance within the transportation industry across Alberta.

### **Professional Designations**

This program includes the Certified Transportation Safety Professional (CTSP) and Coordinator (CTSC) designations as well as the MELT curriculum.

#### **Auditor Development Program**

The AMTA has seen a large-scale overhaul of the Auditor Training Program within the association. Much of the change was required to align with the requirements of partnerships and ensure compliance of the AMTA as a Certifying Partner. The final program will serve to increase the level of knowledge, skill and ultimately professionalism exhibited by our auditors while on the job.

#### **Driver Development**

Throughout 2018 and into early 2019, AMTA has really taken to focusing efforts on ensuring that we can support drivers throughout the arc of their career. We take our role as standard bearer seriously and have tirelessly applied the expertise of our course development and design team towards building the foundations on which specific course materials can be produced.

These programs are the large buckets that utilize the many courses we are bringing to the industry. Each program recognizes the nature and level of competency being developed and give clear paths of progression for students to follow towards their goal of safety and operational excellence.



### **COURSES**

It is a generally recognized reality that it takes six weeks to develop a full day of training. Throughout 2018, AMTA developed and delivered on 13 days of training. This works out to 78 weeks of work completed in the last year.

### Professional Driver Improvement Course (PDIC)

Added in mid-2018, this PDIC is a significant update to AMTA's previous train-the-trainer program. It is a triple purpose course that allows the association to instruct drivers who then go on to instruct their own students. A version of this course exists for both employer instructors and provincially licensed driver instructors.

Throughout 2018, AMTA developed and delivered on 13 days of training. This works out to 78 weeks of work completed in the last year.

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# Legislation, Standards, and Policies (LSP)

This two day course is a foundational development course for students seeking to partcipate in the AMTA's NSC Program Administration course. LSP explores the various traffic safety legislation which affect the industry, the National Safety Code, and other sources of information such as best practices. This comes together in an overview of policies, as well as how they are constructed and communicated within your organization.

### NSC Program Administration

This three day course is targeted at the entry level to intermediate safety and compliance person tasked with the administration or coordination of a carrier's compliance management program. Employers can utilize this training to support their existing compliance management program and to develop a more in-depth understanding of responsibilities under the legislation.

From updating existing technology to introducing a virtual classroom, AMTA has made a significant move towards education delivery models that can only be described as leading edge.

# Health and Safety System Building (HSSB)

This three day course is targeted at operation management and safety and compliance professionals in the transportation industry. HSSB provides an overview on the purpose of a Health and Safety System, its necessary elements and how to implement the basics. The course has been designed to Partnerships in Injury Reduction (PIR) and AMTA specifications and serves as a prerequisite for the SECOR and COR auditor training pathways. It is a mandatory course in the CTSC and CTSP designation program.



# Instructional Design and Delivery (IDD)

This three day course was developed to provide individuals with the necessary knowledge and skills required to develop effective training materials within their place of employment. For the safety person, company trainer, driver-developer, and even managers interested in honing their training skills, this course shows you how to identify needs, develop meaningful outcomes, design education materials and measure their impact.

AMTA has leveraged technology in new and exciting ways in the previous year. From updating existing technology to introducing a virtual classroom, AMTA has made a significant move towards education delivery models that can only be described as leading edge.





# TECHNOLOGY AND INFRASTRUCTURE

#### Simulators

The driver training simulators underwent continuous updates to improve the software options and delivery capabilities of the technology.

These now include:

- School Bus
- Extended Length Trailers
- Belly Mounted Snow Plow

Delivery options now include a cabinet-based portability configuration that allows AMTA to place a simulator in the workplace, at conferences and at events. With minimal constraints, AMTA can deliver advanced driver training options anywhere in the province.

#### Virtual Classroom

AMTA has worked very closely with our learning management system provider to develop and introduce a virtual classroom. This technology offers AMTA the ability to securely and consistently deliver training content anywhere in the province through instructors who have access to the most current course materials available.

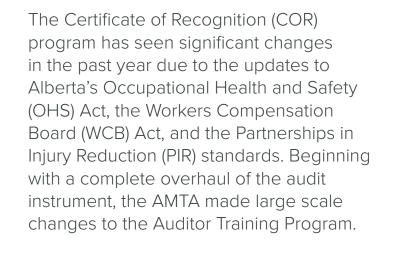
Employers and employees both benefit from this as they can receive and manage all training in one system carrying records of their qualifications from one company to the next throughout their careers. Included in this is AMTA's improved ability to track workforce demographics and needs over time ensuring that our training is informed by the most current data possible and always consistent regardless of whether training is received at the AMTA or by a third-party AMTA certified instructor.

MEETING TOMORROW'S NEEDS, TODAY

To truly support our vision of the future, AMTA has invested time and resources into internal learning development processes that meet and, in many ways exceed, the levels of quality established by our peers. We also have actively recruited for roles such as Course Developer and Program Senior Instructors. This last year was bittersweet as we welcomed several new individuals to the association and said goodbye to others who had worked tirelessly towards this vision. With all our accomplishments on display, we know you will be excited to see what comes next.

AMTA is leading the way.





### **KEY UPDATES IN OHS AND WCB**

#### OHS

- Enshrined the three rights of a worker
- Updated Roles and Obligations
- Directed the creation of Health and Safety Committees and Health and Safety Representatives for employers with 20 or more workers
- Improved the appeals process
- Updated the inspections and investigations powers of OHS Officers

### **WCB**

- The threshold for maximum insurable earnings has been removed, allowing insured workers to receive compensation commensurate with their income.
- Allowances have been increased in select areas.
- Guaranteed Coverage Amounts (earnings not requiring evidence) have been modified with the lowest tier now at \$35,000 and the highest at \$50,000
- Several new positions were created at WCB to facilitate improved claims handling

# TOTAL NUMBER OF CERTIFICATES HELD BY THE AMTA

|   | COR | SECOR | TOTAL |
|---|-----|-------|-------|
| <b>50714</b><br>Trucking (General)        | 218 | 358   | 576   |
| <b>50701</b><br>Trucking (Specialized)    | 22  | 12    | 34    |
| <b>57901</b><br>Waste Collection/Disposal | 7   | 1     | 8     |
| Other                                     |     |       | 210   |
| TOTAL                                     |     |       | 828   |

A total of 110 (97 SECOR, 13 COR) Certificates were lost over the past year due to acquisitions and mergers, business closures, and failures to register a 2018 audit.

PIR Rebate for 2017 totaled \$4,054,836 for the AMTA's certificate holders

Finally, the COR department has been more closely associated with the Injury Reduction and Training (IRT) team with new senior management that unifies the majority of the AMTA's funded health and safety association functions under a single director.



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The Partners in Compliance (PIC) program has been continually reviewed since its inception in 1995. With an accelerated drive forward in 2017 to meet and exceed Alberta Transportation regulations, this program remains the only known program of excellence in North America for commercial motor vehicles.

With a year of review, research, data collection and stakeholder engagements behind them, the focus for the PIC Team in 2018, was to introduce the rewrite on the Policy and Procedure Manual and refresh the performance benchmarks. In March 2018, the introduction and implementation of the Safety Matrix Measurement Portal (SMMP) database, which allowed carrier members to electronically report their on-road safety performance stats and have the ability to track and report these KPI's, came to fruition.

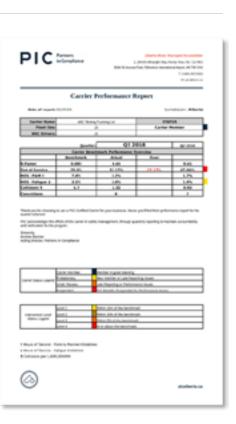
With this thrust forward, the program was able to achieve true value for Member Carriers and Partners, Alberta Transportation and Alberta Justice, while rebuilding trust with customers and the general motoring public.

Partners in Compliance remains the only known program of excellence in North America for commercial motor vehicles. On April 6, 2018, the tragic Humboldt Broncos bus crash changed the transportation industry forever and shifted the PIC Teams focus to assurance and vetting. The request from customers and brokers, across our province, was to help them assure a carrier's on road safety performance, giving them an informed platform to choose a carrier from. This led the team to create a customer report card, pulled from data entered into the SMMP, compared against program benchmarks and exported in a simple report. Not only did this allow Carrier Members to promote their level of excellence during business development sessions, it also allowed them a competitive edge.

With the securement of Suncor Energy and the Rocky View School Division committing to PIC as a prerequisite for their contractual agreements, the team continues to explore this path into the future.

As the only known alternative transportation compliance program in North America, PIC looks forward to celebrating its success and our 25th Anniversary in 2020.





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THE DAY INCLUDED A RIBBON CUTTING, FACILITY TOUR AND A DINNER RECEPTION.

# AMTA TRAINING FACILITY AT EIA

With the grand opening of AMTA's new training and testing facility and five-acre track in Edmonton on March 6, 2019, the association is looking forward to continuing to share what, and more, the state-of-the-art facility and programming can offer the transportation industry in the province.

Dignitaries on hand at the event included Alberta Transportation
Minister Brian Mason, Commercial
Vehicle Enforcement Chief Jacquie
Daumont, and EIA President and CEO
Tom Ruth. Past and current AMTA
executive members and staff on hand included Carl Rosenau, Jude Groves,
Dan Duckering, Real Durand, Richard
Warnock, and Lorraine Card.

"This was a landmark day in AMTA's 81-year history," said Kimberley Burfoot, Director of Corporate Shared Services, who was an integral part of all aspects of land selection, logistics and construction. "To be able to see this project through to completion stands as one of the major accomplishments in my career."

"For AMTA, safety is paramount. While safety training is a large part of what we do, with this new facility we have the capability to be so much more for industry," said Nash. "For example, if you want to conduct specific industry training, technology testing — whether for autonomous or connected vehicles or for greenhouse gas reduction — we have the opportunity to help not only members, but the public and other businesses with that."

Nash added the importance of a facility such as this one not only gives people the opportunity to do testing in a controlled environment before taking things on the open road, but it also promotes further safety of motorists, trainers and those being trained.

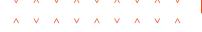
In the classroom, the association can offer members and non-members leading-edge, high quality health and safety training programs that assist companies in building comprehensive health and safety systems to address their internal responsibilities and due diligence.

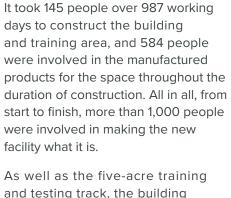
Construction of the nearly 20,000 sq. ft. LEED silver targeted facility and adjoining training and testing area was announced in Edmonton in early 2017. This was the third component of the Alberta Aerospace and Technology Centre at EIA—joining a Canadian North 737 training simulator and HNZ Topflight helicopter training simulator. Spacemakers Construction was the design-build contractor who was named and completed the project.



We had a fantastic day at the grand opening showcasing what this new facility can do for our members, the transportation industry in general, as well as training programs and the Edmonton International Airport. I was proud we were able to include a number of people without whom this project never would have come to fruition.

CHRIS NASH
AMTA PRESIDENT





In order to bring the facility to life,

Spacemakers had 57 people work

over 75 months to design the project.

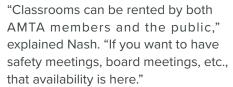
and testing track, the building itself includes two driving simulators, classrooms and office space with rental opportunities. The top floor has 6,000 sub-dividable square feet available for lease.



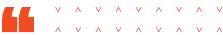








The AMTA's Injury Reduction and Training (IRT) department oversees the facilities rentals for both classrooms and the five-acre training and testing area. The department is also responsible for the distribution of the AMTA's two driving simulators. One portable (able to be shipped anywhere), the other in a mobile trailer.



This was a landmark day in AMTA's 81-year history.

KIMBERLEY BURFOOT

DIRECTOR OF

CORPORATE SHARED SERVICES







# **2019 EVENT LISTING**

### **MARCH**

Calgary Draw Down Dinner

### **APRIL**

Edmonton Draw Down Dinner
Leadership Conference and AGM/PIC AGM

### MAY

Western Women with Drive

## JUNE

Professional Truck Driving Championship
Calgary Golf Tournament
Edmonton Golf Tournament

## **SEPTEMBER**

Driver Appreciation Days Red Deer Golf Tournament

### **OCTOBER**

Canadian Trucking Alliance Tour

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### **CALGARY**

1.800.267.1003 1 285005 Wrangler Way Rocky View, AB T1X 0K3

### **EDMONTON**

1.877.448.7456 3599 56 Avenue East Edmonton International Airport, AB T9E 0V4

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