Logistics Program “Up and Running” at Transport Institute

In keeping with its mandate, the University of Manitoba Transport Institute (UMTI) is committed to developing professional educational programs. In this context, a certificate in logistics is timely and long overdue. The restructuring of the transport sector, and recent developments in the transportation and distribution industry have made the acquisition of professional skills and sophisticated knowledge in the field an urgent necessity.

Over the past four years, the Transport Institute has been testing the market through evening courses that were offered to members of the transportation industry on an Occasional Student basis. The strong demand for these courses, and the increasing inquiries and interest of the business community has provided the impetus for the Certificate in Logistics program.

Developments related to Winnipeg’s Gateway, such as Winnport Logistics, the formation of the Winnipeg Airport Authority, and efforts to develop the NAFTA Superhighway Concept have added urgency to the development of professional training and education of Manitoba’s transportation workforce. Together, the trade and transport sectors constitute the second largest component of Manitoba’s economy in terms of employment and contribution to the provincial economy.

The support of the Faculty of Agricultural and Food Sciences for the Transport Institute recognizes the importance of transport and trade to this sector. The grain industry has always been dependent on efficient transportation, and as we now move to the
production of value-added products in the wake of rail subsidy cuts, transportation and logistics takes on an even more important role. At the present time, about seven of every eight hogs must be transported to markets outside the province. By the Year 2005, production could double. Without an effective transportation sector, the prospects for agriculture will be constrained.

THE PROGRAM

Most people working in the transportation industry have learned their ‘trade’ on-the-job. The new reality is that industry can no longer afford to educate its staff this way, but the need for continuous learning has increased. Globalization and technological change have made logistics management the new competitive edge. To advance a career in this field now requires a new level of professionalism and formal education.

The Certificate in Logistics is offered in coordination with the Red River Community College (RRCC) program Transportation and Distribution Management. To qualify for the Certificate, students will be required to complete eight of the ten courses offered in the program. Students will be able to select from six courses offered through UMTI and four courses offered by RRCC.

Courses offered by UMTI, and RRCC match the curriculum of the Canadian Institute of Traffic and Transportation (CITT) designation.

CTRF 33rd Annual

The 33rd annual Canadian Transportation Research Forum (CTRF) Conference is meeting at the Fantasyland Hotel in Edmonton from May 25-28, 1998.

The proposed theme of the conference is “Logistics In a Changing Global Economy.” This conference features panels and papers related to transportation policy, emerging technologies, economics, trends, issues, research priorities, as well as transportation and education.

In preparation for the upcoming event a “CALL FOR PAPERS” has gone out. Interested parties are invited to “share your expertise” to submit a paper for consideration, and to participate in lively and stimulating dialogue with peers. Authors should include paper title, a 500 word synopsis, as well as a contact address.

The abstract deadline is December 31, 1997 and they should be submitted to Lloyd L. Ash, P.Eng., P.Log.; General Manager, Trimac Consulting Services, P.O. Box 3500, Calgary, Alberta, Canada, T2P 2P9; Fax (403) 298-5242 or by e-mail: lash@trimac.com.

“Fields on Wheels”

The Transport Institute and the Department of Agricultural Economics are sponsoring the Second Annual Agribusiness Logistics Conference. The conference will be held on Monday, November 24, 1997, at the Lombard Hotel.

This year opening remarks will be made by Hon. Glen Findlay, Minister of Highways and Transportation. The program begins with an examination of the Logistics of Milk Pick-Up and Delivery to Dairy Plants, followed by Forage and Straw Logistics. New technological systems, such as, computer routing and GIS techniques will be explored. These innovations have been used to improve efficiency of agricultural
product—issues facing the special crops sector.

The lunchtime gathering features the first Canadian Kent T. Healy Lecture, in honour of this distinguished transportation educator. Kent Shoemaker, CEO, Red River Valley and Western RR, will speak on the experiences of rail rationalization south of the border.

The afternoon program is designed to provide a window on the future. Rail restructuring in Canada is examined and in particular, its implications for agricultural supply chains. This is followed by consideration of the gateways for grain in 2010. The program closes with an assessment of the day’s proceedings by the Hon. Charlie Mayer, former Minister of Agriculture.

The conference registration fee is $175. Interested parties can contact the University of Manitoba Transport Institute, at 474-9842. An electronic registration form is available at the University of Manitoba Transport Institute Web site at http://www.umanitoba.ca/transport_institute/under the heading “Fields on Wheels”.

This Conference is held in honour and recognition of Victor (Vic) Stechishin’s (1913-1997) life long and distinguished career in the field of transportation economics and research. The University of Manitoba Transport Institute will match donations to the “Vic Stechishin Transportation Award” from the proceeds of this conference.

**Book Review**


Seventeen Manitoba Trucking Association (MTA) past presidents held a meeting on 25 October 1994. They had come together because they recognized that an important part of Manitoba’s history had gone unstudied. Before the meeting adjourned, a history committee was struck and similarly charged with the responsibility of commissioning a history of the Association. Three years later, what has resulted appears to be the first general history of the provincial highway transport industry.

It should be stated at the outset that up until present very little historical study of the highway transport industry has occurred in Canada. To date just two other provinces (British Columbia and Ontario) have brief popular accounts of the rise and subsequent development of their trucking associations. The parent association, the Canadian Automotive Transportation Association (CATA) formed in 1937, like many other provincial organizations, has gone unstudied.

In the absence of studies on the highway transport industry, Randy R. Rostecki’s work fills an important gap in both the provincial and federal evolution of the industry.

The book is divided into two parts. Nearly half of the study (169 pp) contains 9 chapters and serves as its main narrative. The second half of the book is filled with “corporate profiles”—anecdotes of individuals and companies who were members or supporters of the MTA and its precursors during its long history.

Rosticki’s justification for studying the industry, clearly spelled out in the introduction— is three-fold. First, he suggests that many of today’s changes within the industry and the battles currently being waged, had
historical antecedents from the 1920s and 1930s and therefore its past can serve to inform the present.

Second, the industry is now mature and with each passing day we are losing more and more of our potential oral sources. In part, trucking companies are also notoriously poor record keepers.

It is Rosticki’s third justification, a pregnant thought that is rich and timely with long-term implications for future staple theorists: “the development of truck transportation parallels the economic growth of Manitoba in the twentieth century, and recognizes the importance of this province as an east-west/north-south axis in North America.”

(p.3)
The first three chapters of the study trace the origins and development of the highway transport network up until World War II. Automobiles first arrived in Winnipeg in 1901 and were subsequently followed by the city’s first trucks two years later.

It was during the first two decades that the trucking industry faced its first challenge and that was to overcome the ‘traditional’ cartage role of the horse. In fact, the first Motor Vehicle Act (1908) did not recognize trucks and it was not until 1914 that municipal authorities were allowed to prohibit overweight vehicles, as well as regulate wheel equipment and speed. It was in the 1910s, Rosticki reminds us that a number of firsts occurred in the province. In 1913, Louis Tellier and an assistant drove the first commercial truck to mark a long run in Canada. The trip from Winnipeg to Regina lasted three days and because of business obligations Tellier returns home on the overnight train.

Until well after the end of World War I, nearly all trucks in Manitoba were manufactured in the United States. But by 1918, we had our first service garage specifically geared for these early vehicles. The first regularly-scheduled trucking company to begin operations to destinations outside the city started on 1 May 1919, when Rural Motor Transports Limited began servicing the Poplar Point (now Portage La Prairie) Winnipeg run.

It was only in 1923 that registration of trucks according to their carrying capacity replaced horsepower ratings.

Rosticki then turns to a later period and provides rich insights into the evolution of Canadian Transport policy as it emerged by the 1930s. He looks at the legislation that led to the passage of the first Highway Traffic Act (1930) and in each of the subsequent decades also looks at the rise of certified and registered vehicles, operators etc., in the province.

The familiar early ‘Ship-By-Truck’ associations, the Winnipeg Transport Association and various commissions are examined (i.e. Turgeon Royal Commission, the Macpherson Commission). Perhaps the most interesting chapters in this study focus on the road-rail competition.

A number of early legal battles are also remembered in this commemorative study. For instance, the “Klesyen Case” that went before Queen’s Bench in July 1964, but was subsequently reversed by the Court of Appeal. It challenged the Motor Carrier Board’s ruling that the firm needed MCB approval to haul goods out of province.

In other chapters, Rosticki considers the
implications for trucking as reciprocity agreements widen, the birth of the Centre for Transportation Studies (1967), the cube system debates, the House report, and most recent, the implications of economic regulation and deregulation since the late 1970s.

While this work is indeed a monumental breakthrough in the province's transport history, by virtue of its mandate, it is only a beginning point. For instance, there is little discussion of debates that might have erupted within the MTA itself. Did the membership speak with a unified voice? or were there divisions in its history between the small independents and owner op’s and the larger firms? Second, how did ethnicity and immigrant experiences factor into the splits and struggles within the organization? Did the MTA mean different things to different people? For instance, were there barriers for a first generation immigrant like Paul Albrechtsen in trying to establish himself within the organization? Were his experiences similar to some of the more established families like the Ramsay's who had several generations of experience in the community? Were there splits between those business men who established trucking firms but themselves never drove trucks, with those who began their careers behind the wheel? How has the professionalization of the industry changed the organization? How did the MTA view the innumerable truckers who never joined the body? There are very few workers within this study, and even fewer unions, despite the fact that in its peak in the late 1970s and early 80s, roughly a third of the industry was organized.

But in sum, Trucking In Manitoba: A History, is an important addition to the national landscape of writings on Canadian transport history. It is a solid beginning point upon which hopefully more work will be conducted in the future.

(Copies are available through the MTA at ph. 632-6600).

Michael Butt, (UMTI),

What do logistics and pizza boxes have in common?

A recent partnership has been formed between River East Collegiate, Red River Community College, the University of Manitoba Transport Institute, and representatives of the transport industry including the Canadian Institute of Traffic and Transportation and Right Choice Drivers School.

Dr. Barry Prentice, Director of the Transport Institute states, “This partnership draws together those who provide transportation and logistics education and training from the high school level through college and university into the workplace.” Prentice added, “It was established because of the need for increased transportation and logistics education and training in Manitoba to meet evolving industry requirements.”

Together the various partners assisted in the distribution of an information kit on career options in logistics and transportation. Also included is a video on transport prepared by National Transportation Week and the Canadian Trucking Human Resources Council.

This information is distributed in a “pizza box”. The “pizza box” kit has been sent to 400 Manitoba
Schools, and another 4500 are being distributed to schools across Canada. The information enclosed in the box highlights jobs in this field that increasingly demand post secondary education and training.

Students interested in transportation and logistics courses should contact those involved in the partnership or visit the University of Manitoba website at http://www.umanitoba.ca/transport_institute. They can also call Jill Dutka, at the University of Manitoba Transport Institute at 474-9842.

Conference Minutes

Darren Prokop

This paper explores the issue of cabotage reform using modern microeconomic theory.

This paper is timely given that both the U.S. and Canada are involved in serious negotiations that may eventually remove these barriers to trade and commerce.

The central claim it advanced is that cabotage reform leads to welfare gains to society as a whole, as well as directly benefits both truckers and shippers.

The model made use of the classic problem of fronthaul/backhaul pricing as part of a joint production process. Its major contribution to the field was through its examination of the net welfare gains expected to accrue under a relaxation of cabotage regulations allowing for complete freedom of movement.

The paper won the national competition for best transport or transport-related paper during the past year. Darren suggested "he was honored to receive the award from the CTRF for best conference paper at their meeting in Toronto last May and only hopes to win more in the future."

Thirty-Second Annual Northern Great Plains History Conference, Bismarck, North Dakota. (Sept.24-27)

Each year friends and supporters of various groups like the Canadian and American Historical Associations meet in Bismarck for a three-day event that features, papers, talks, and discussions on the history of the region.

Recognizing the importance of 'Transport' as a topic for historical enquiry, this year UMTI sent two members to present papers in a panel titled "Geography, Place, and Time: Transport's Changing Landscape and the Reconfiguration of Western Canadian Identities."

Jake Kosior, UMTI research fellow, in a paper called "Port of Churchill and The Hudson Bay Route Always the Bridesmaid, never the Bride," examined the role of the Bay route as an expression of Western Canadian identity. Drawing upon the work of authors like W.L. Morton and more recently R. Douglas Francis, Kosior suggested that in each period of its history, the Hudson's Bay Route has come to mean different things, to different people. Regional protest, economic opportunity and American expansionism have been ideas that have emerged during the past 2 centuries. New developments with the sale of OMNITRAX, promise to return us to many of the earlier debates.
Michael Butt, in a paper called “Nation, Region, Worker”—Some Considerations on The Writing of Canadian Transport History: “Its past and its future,” examined the evolution of transport writings in this country and noted a shift in focus away from traditional modes, late 19th and early 20th century biographies—with their focus on nation builders—towards a more culturally informed preoccupation with those men and women who worked in the industry.

He suggested that one of the reasons ‘transport history’ has suffered such a serious decline since the 1960s, is because by that point Canadians felt that their transport systems were fully developed (if not in a state of overcapacity). He also suggested the turn was a result of the decline of the staple thesis, and an unwillingness on the part of historians to recognize the implications and challenges of rewriting Canada’s past in the post WWII era as the focus shifted away from rail and to air and highway transport. With a number of new challenges ahead, Winnport, Mid-Continent Corridors, Gateways and Hubs, in this new competitive North American environment, he concluded by suggesting that we will return to the study of transport, since we are only just beginning to understand the new continental structures. However, he also suggested, unlike in past periods, consideration of the role of workers would be at the fore.

CALM AWARD

Mr. Rick Heese, president of CALM presented Robert Meijer a $500.00 award for the best student paper in logistics.

Mr. Meiger’s paper was prepared for Dr. Prentice’s undergraduate course in Agricultural Economics, 61-352 Food Distribution and International Merchandising.

Canadian Association of Logistics Management (CALM) has generously provided a one-year free membership to each student in the logistics program. The organization, formed in 1968, is expanding steadily, increasing its influence within the business community and attracts consultants, service providers, and teachers from industry and management. It provides Management Development Programs, Roundtables and Seminars, and holds an Annual Conference and proceedings.

Individuals and companies interested in learning more about the organization can contact the national office: Canadian Association of Logistics Management 610 Alden Road, Suite 201 Markham, Ontario, L3R 9Z1, Tel: 905/513-7300 Fax: 905/513-0624.

APEC Meeting
In June, University of Manitoba Transport Institute Associates Darren Prokop, Michael Butt and
Scott Shurvell, spent a week in Victoria, as part of the Asia Pacific Economic Cooperation Transport Ministerial. 1997 had been declared the year of Asia-Pacific. Eighteen Countries, their Ministers of Transport, their leading policy advisors, and youth delegates participated.

Here the three youth delegates, who were chosen in a cross-Canada competition are seen at Delta Port opening with former federal Minister of Transport, Hon. David Anderson.

Class Enrollment

ECONOMICS APPLICATIONS IN TRANSPORTATION

Bachalo, Jude  
Canadian Forces  
Boughen, Ted  
Consultant  
Bogner, Allan  
Manitoba Pool Elevators  
Fuller, Sean  
Alpine Express  
Janzen, Vic  
Ralston Purina Canada Inc.  
Kitchur, Wayne  
ARPM Delstar  
Lasslo, Henry  
Saan Stores Ltd.  
Linstead, David  
Canadian Pacific Railway  
McKinnon, Deidre  
Arthur Anderson  
Mohr, William  
Winnipeg Commodity Exchange  
Murphy, Deirdre  
Canadian National Railway  
Palmer, Grant  
Pioneer Grain  
Parsons, Patricia  
Canadian Wheat Board  
Peters, David  
Watkins Incorporated  
Pinder, Mark  
Winnport Logistics Ltd.  
Roshier, Patricia  
Canadian Wheat Board  
Turner, Christopher  
RCMP  
Wilson, David  
Manitoba Pool Elevators  
Zurawekl, Stephen  
Consultant  

LOGISTICS FUNDAMENTALS  
Bell, Jim  
Canadian Forces  
Boughen, Ted  
Consultant  
Caron, Lawrence  
Cadbury Chocolate Canada  
Clare, Stephen  
MRM  
Connolly, Donald  
DAC Transport  
Dawes, Kellianne  
Kleyens Transport  
Fitzpatrick, John  
Canada Post  
Fitzsimmons, Neil  
Princess Auto  
Frykas, Kelly  
Kleyens Transport  
Hennexsy, Shane  
Pioneer Grain Company  
Hoyt, Darrell  —  
CN Rail  
Jackson, Gail  
Alpine Express  
Kennedy, David  
Consultant  
Kjarsgaard, Matthew  
Canadian Wheat Board  
Klatt, Dawn  
North West Company  
Klym, Sheila  
Ryan Forest Products  
Larocque, Jason  
Gourmet Baker  
Mackinn, Robert  
Quick Transfer  
Martin, Christine  
Saan Stores Inc.  
McCuaig, Donald  
Atomic Transportation Ltd.  
McKinley, Audra  
Unicity Integrated Logistics  
McKinnon, Deidre  
Arthur Anderson  
Natrasany, Mel  
Canada Post  
Neyedley, Gary  
Kleyens Transport  
Nickie, David  
Canadian Pacific Rail  
Santos, Eric  
Beatrice Foods  
Truss, John  
Gardewine North  
White, Vivian  
INSI Integrated Systems Inc.  
Wightman, Reginald  
Dept. Highways & Transportation  
Zurawekl, Stephen  
Consultant