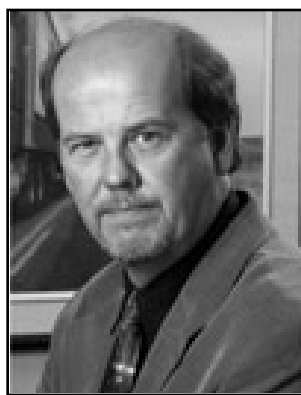


# Rear Ended

I have been writing for a couple of industry publications for a while now and for the most part I have enjoyed it; and the feedback I get from many of you. The feedback usually does not always come unsolicited, quite often it comes from some transportation related issue or event that I have taken a stance on that might not be main stream, so to speak. That of course is my privilege as a citizen in the greatest country in the world and I quite enjoy from time to time offering a different paradigm on current issues. I always assume that there are two sides to every issue and quite often they both have merit. Most people are not naturally evil although periodically they can be self-serving to the point of destruction.

Some of my most frustrating e-mail comes from people who have read my ramblings and assume that I am connected within the trucking industry so they plead for me to help them find a driving job in this industry. Why, because in almost all cases they have chosen a driver training school without doing any homework and made a decision based on price rather than quality. By the way, the difference between price and quality can be anywhere from one thousand to ten thousand dollars. Big dollars right? Yes, but no where as big as the \$40-50,000 you can make as an entry-level driver from a good



**Ray Haight**  
*An Executive Director's Opinion*

school, and nothing...that's what you will make as an unemployable driver because the school you went to did nothing for you but helped you pass the Ministries driver test for AZ licenses.

I temper my frustration when I get the inevitable question from these graduates of the sub standard schools, driver shortage? What driver shortage? I went to school, got my license and can't get a job. My cowboy side wants to say, what's wrong with your head, why didn't you do a little homework and find out what was a good school compared to a puppy mill whose only interest is fleecing you of your tuition dollars, Dah!

I don't do that though, what I quite often do is put the arm on some of my friends, Kim Richardson being one of them. And I ask them what they might do for the individual either with extra training or whatever advice they can lend. They usually always lend a hand, it's an annoyance but it's what they do and their nature won't

let them refuse me or more accurately the poor sap who got fleeced. This is a sad but true story and it infuriates me to think that any of these newly licensed drivers from these schools who are actually driving a class eight truck on the road when my family might be beside them. They don't know jack, it's scary!

Don't get me wrong, it isn't the drivers that might cause me harm that infuriates me, they just scare me and they usually aren't around to long anyway because they don't have a clue, they are either fired for equipment damage, a serious accident or they scare the hell out of themselves and quit. What infuriates me is the school that scammed unknowing people who were actually interested enough in this industry to enroll in their sham training school and the government who lets these businesses exist in the first place. These schools and the people who operate them are naturally evil and should be shut down ASAP. Anyone with half an ounce of common sense and cared to investigate the situation knows this!

We're in the 21st century and we still have politicians that don't get it, it's the forest for the trees syndrome. One of those big trucks has never hit me before so they must be all right, right? Wrong man, dead wrong. Congrats to the McGinty government for recognizing truck

driving through the Ministry of Training Colleges and Universities as an apprenticeship trade, well done. Now go the next step and rid this province of the puppy mills that for a thousand dollars produce nothing but either accidents waiting to happen or unemployed licensed drivers who write me and ask why they can't get a job.

*Yours truly,*

*RJH*

*Ray Haight CMILT, was an O/O for 10 years and the President and COO of one of Canada's 50 best managed companies for 15 years, Currently he is Chairman of PTDI (Professional Truck Driving Institute), he is an Officer and the treasurer of the TCA (Truckload Carriers Association), the Industry Chairman for Apprenticeships for Tractor trailer Commercial Driver in Ontario and CEO of The Alliance Canada.*

**The proud Chairman of PTDI The Professional Truck Drivers Institute, that's how I see it, and how it is. Any comment or clarification that might be needed on this article can be directed to ray@truk-tax.com**

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