



*Service with Safety*

## SINCE 1945

### Trimac Transportation looking ahead to future opportunities

As it celebrates major milestone, company CEO implementing multi-year strategy that lays foundation for next 75 years

Over the course of its 75-year history, Trimac Transportation has encountered—and overcome—a number of speed bumps on the way to becoming one of the largest tank truck carriers in North America. The latest challenge is the worldwide COVID-19 pandemic.

Management stresses that the COVID-19 impact on fleet operations has been minimal to date. Currently, North American capacity does not appear to be significantly impacted and Trimac has the resources it needs to meet demand levels.

“We have not experienced any significant changes in demand, nor experienced any disruptions to our service levels due to COVID-19,” says Jeff McCaig, Trimac’s chairman of the board. “We will continue to monitor this closely. We have taken several steps to ensure that we are able to fully maintain our operations, and meet the demands of our customers and their supply chains.

“Steps include working with regulators in Canada and the United States to declare truck drivers as an essential service to exempt them from closed borders, cross-border quarantines, and easing of hours-of-service rules.

“Our service center/head office staff who support our drivers and shop technicians have been equipped and trained to work remotely, with over 70% currently working remotely. Our IT infrastructure has been tested, and is capable of handling the increased remote workforce.

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“Terminal managers continue to engage with drivers and communication is shared with drivers via their in-cab devices. All three of our Service Centers (Houston, Texas; Edmonton, Alberta; and Toronto, Ontario) are designed to continue operations under any circumstances and protect supply chains.

“We know this is a challenging time for our all of our employees and especially for our drivers. We’re doing everything we can to keep them safe. We’ve told our drivers that when they make a delivery they need to avoid contact with other people as much as possible. We’re saying, ‘Hand off paperwork through the cab window or transfer documents through your phone.’

“We know drivers face more challenges at truck stops now. Some have closed. We’re working hard to make sure our drivers have safe places to rest, eat, and can find sanitary facilities and showers.”

## Wide range

Trimac Transportation’s driver team is spread across much of North America. With more than 100 branches throughout North America, Trimac Transportation operates more than

2,500 tractors and in excess of 4,000 trailers. Trimac’s Canadian and US operations are complemented by strategic partners in Mexico.

Trimac Transportation handles a diverse range of cargoes. This includes liquid bulk hauling for the chemical industries primarily located in central and western Canada, eastern United States, the US Gulf Coast, and the US West Coast. Dry bulk shipments for the construction, mining, and forestry industries primarily are handled in the central and western United States and throughout Canada.

Petroleum products primarily are hauled on the US West Coast and throughout Canada. Trimac also handles industrial gases and provides a variety of other specialized services.

At a time when private equity firms are making significant in-roads in the tank truck industry, Calgary, Alberta, Canada-based Trimac remains a family-run business that still holds its values, traditions, and ethics at the heart of its mission, growth and success. Recognized as a reputable industry leader, Trimac demonstrates its strength through its people, innovation, service, dedication, a willingness to try new things, and a desire to be the best. ‘Service



with Safety' is Trimac's motto and foundation that is built to last—with 75 years of traditions and innovative 'game-changers' that future generations can be proud to carry on.

Trimac began as a small trucking company, based in Saskatchewan, and is now one of the largest transportation service companies in North America. Its story of growth, success and prosperity over the past 75 years includes these historic highlights: the creation of Maccam Transport, the purchase of H M Trimble & Sons, and its expansion across Canada and the United States.

## The Beginning

Trimac began on a Spring day in 1930 in Moose Jaw, Saskatchewan. It ought to have been one of history's least lucky combinations of time and place for launching a business: The western world was about to slip into the economic quicksand of the Great Depression and Saskatchewan was entering a decade of drought that would devastate the prairies.

The fact that an enterprise started, survived and grew, during such a volatile time in history, says so much about J W (Jack) McCaig, the young farmer from Moose Jaw, who founded the company. His venture began with \$50 saved

from a back-breaking winter's work, hauling coal with a horse and wagon—and a vision that trucks could be the future of transportation in Western Canada. He purchased a \$500 Ford truck and started Moose Jaw's first freight run to the provincial capital of Regina, 45 miles down the road.

Years later, Jack McCaig said: "Even as a farmhand, I was fascinated by how inflexible the railroads were and how flexible transportation by road would be. In Saskatchewan the rails ran East and West, so if you were located North or South of a rail line, you could have a problem getting your supplies in. Even in those days, I would say to the farmer when a tractor broke down, 'It's 15 miles to town. I can get the Model T and go in [to town] to get the part, be back by midnight, and we can have that machine ready by morning.' By rail it would take three days. I was only 16 or 17, but I could see the possibilities of road transportation and I was fascinated."

On June 14, 1929, Jack and his wife Stella welcomed their first son, John Robert (known as 'Bud'); meanwhile, forces beyond his control hindered their growing business. Wheat prices took a plunge, the Canadian Stock Exchange collapsed, the Great Depression was in full swing and McCaig lost his planned freight route from Moose Jaw to Regina to another businessman.

## Rail irony

Ironically, it was the railway that gave Jack new direction. "One day, my mother had to harness the horse and get the cans of milk to the railroad station by herself," Jack said. "She was late getting to the station and the neighbors, who would have helped her there, were gone. The milk had to be loaded onto railway hand trucks, which had a platform about 4 feet off the ground. The cans weighed 100 pounds each and she weighed 98; she just couldn't get those cans up on the truck on the station platform. Two great big, 200-pound men were standing in the doorway of the railroad car, laughing and saying, 'Oh, we can't take your milk, it's not our truck.'

"So she had to pour out the milk and go home. I decided, that's it. I started a run with the truck, picking up milk all the way into Regina, picking up right at each farm. The farmers were delighted to have the service. That was my first actual truck run."

Jack's first business was called the Regina Beach Transfer Company and he was offering a more flexible, convenient, and inexpensive service that competed with the railway.

Although farm prices continued to fall as the Depression deepened, Jack refused to succumb to the pervasive pessimism, saying, "This thing can't last forever," as he risked an expansion of his company. Jack ended up selling out the milk run in 1932 and setting up McCaig Cartage of Moose Jaw with two second-hand trucks and a homemade semi-truck flatbed.

## Big opportunity

A big opportunity came when he won the southern Saskatchewan contract to move wooden warehouse sheds for British American Oil. He jacked up each warehouse, eased his custom flatbed underneath, and transported the buildings to their new location. At that time, no one in southern Saskatchewan had ever moved a building by truck, which made Jack all the more willing to try.

"When anybody said it's never been done, this just really bothered me," he said. "It hadn't been done because nobody had really given it a really good college try."

Jack's 'college try' not only succeeded but opened new doors for business opportunities. He was then hired to move Imperial Oil and British American petroleum storage tanks by truck. Using the custom 28-foot semi-trailer, he slowly moved the load along Saskatchewan's dirt and gravel roads, then hired local workers to pull ropes and help with the load. Jack's drive and resilience won McCaig Cartage all the



Saskatchewan moves of British American Oil and half the moves for Imperial.

The operation of McCaig Cartage in the 1930s may look primitive compared to the high-technology tasks performed today. However, Jack's principles established patterns for the future: the stretching of equipment capacity, readiness to try new methods on big jobs, spirit of improvisation coupled with endurance, and willingness to go that extra mile for a customer.

Jack also learned some hard and meaningful lessons, including always looking for a backhaul. Truck deliveries to northern settlements paid well enough but returning empty didn't make economic sense. This led Jack to seek out other contracts, hauling lumber from northern-based sawmills to southern settlements.

## World War II

At a time when McCaig Cartage was growing and Jack was hoping for economic recovery, World War II interrupted his life and plans for his business. "Bud"



Jack was now a father of four children (JR, or Bud, Jeanne, Roger, and Maurice) and his brother, brother-in-law, and foreman Alex Shostal signed up for the military. In 1941, Jack (age 36) enlisted and served his time in Prince Rupert and Terrace, British Columbia, training men in mountain driving and vehicle maintenance while under difficult conditions. During that time, Jack discovered his gifts with handling machinery and motivating men and his weaknesses in bookkeeping and administration.

In 1944, Jack returned to Moose Jaw, reactivated McCaig Cartage and searched for a business partner with administrative skills. His search led to Al Cameron, a chartered accountant and sales supervisor for BA Oil in Moose Jaw.

Once Al became a partner, the company name changed to Maccam Transport. Jack commented that the company was spelled the same way, forwards and backwards, "going there and coming back again."

## Laying the Foundation

In 1945, Trimac had its official start under the founding of Maccam Transport. Jack opened a new truck terminal in Moose Jaw and (in partnership with Al) started a second line of business, Maccam Motors, to sell Ford's new Mercury-Lincoln line.

## Maccam growth

In 1946, the team started to grow. Norm Light was initially hired as a mechanic whose maintenance procedures modeled the rigorous standards he had been taught as an airline mechanic in the wartime Royal Canadian Air Force (and were later imitated in the industry), then Jack's oldest son, J R (Bud) joined the company. Norm was promoted to service manager within three years and Bud, at the age of 15, sought out and received special permission from Moose Jaw's police chief to apply for a truck driver's license one year earlier than the regulation age of 16.

In 1947, Lionel King, then a 37-year-old native from Dorset, England, was hired as office manager. He retired 36 years later as an example of one of many employees, then and now, who dedicate their careers to the company.

From the beginning, Jack was determined to make Maccam





a good place to work and, no matter what the problem was or how lean the times were, its staff were always paid in full and on time.

By 1949, Jack McCaig's business was running successfully. Maccam Transport was a leading petroleum transporter in Saskatchewan with a fleet six times larger than four years prior, and routes that stretched to all parts of the province. The company had about 15 company-owned tankers, a matching number of drivers, about 15 trucks leased from driver owners, and four office staff.

### Stiff competition

As Maccam moved into the 1950s, competition in the petroleum transport business was stiff. Several large, well-run companies all were determined to give Maccam a run for its money. Then there was the competitive pressure from Canadian Pacific Railway (CPR). Railway men were convinced truckers had become a threat to their livelihood,

but the trucking industry in Saskatchewan was tight, and people had to hustle to stay afloat.

Looking back, Bud McCaig said: "In those days, if you didn't get four of the five opportunities that presented themselves, you were losing ground."

In April 1952, British American Oil temporarily closed its Moose Jaw refinery in order to install a new catalytic cracking unit. This meant that gasoline for customers in British Columbia and Saskatchewan had to be shipped from refineries in Alberta. This impacted 75% of McCaig's business, and Jack had no choice but to agree to send his trucks and drivers on much longer and tougher hauls.

Conditions were rough—the roads were terrible, repairs were running high, and drivers were away for months at a time—but Maccam persevered with the exceptional efforts of the drivers and mechanics.

Driving for Maccam was not an easy way to make a living but



it had rewards. Both Jack and Bud McCaig knew firsthand what it was like to work behind the wheel of a truck, so they recognized and appreciated good performance by their driving staff. In turn, Maccam drivers took pride in their work, knowing that their bosses both respected them and demanded their best. Maccam drivers thought of themselves as knights of the road and tried to present themselves as a polished, professional, and courteous representative of the company.

## Family affair

By 1954, all of Jack McCaig's sons were involved with the company. Maurice (the youngest) was famous in the truck yard for his intense fascination with the equipment. Roger was drawn to entrepreneurship and played a role in the development of Jack's next business venture, Redi-Mix Ltd.

By the end of the 1950s, Maccam opened a new base terminal just outside of Moose Jaw that covered 12 acres of land—enough room for parking 100 vehicles and 10,000 square feet for an accommodating maintenance space, administrative facilities and public service station. Maccam was looking forward to the next decade and the opportunities of growth that would come.

The company name, Trimac, officially was introduced. It was created by Bud, Roger and Maurice (meaning three McCaig sons) who operated under the name, with the intention of purchasing Maccam, once Jack retired. Trimac acquired another trucking company, Trimble, that according to Jack was 'beautifully run,' with nearly \$2 million in assets and no

debt.

In the fall of 1960, Bud McCaig arrived in Calgary to become the president and managing director of Trimble. Meanwhile, Roger McCaig ran the Redi-Mix operations in Saskatchewan. And Maurice continued working at Maccam, starting off as an apprentice and working his way up and into the family business. By 1964, Maurice became general manager and vice president of Maccam. Unfortunately, Roger developed cancer and died in 1976.

Back in Calgary, Bud gradually took over the reins of the entire Maccam/Trimble operation, then launched an aggressive expansion drive that would turn Maccam into Trimac: a Canadian transportation company.

Bud wanted to diversify the hauls and expand the company's markets. However, in those days, the trucking industry was heavily regulated and any attempt to obtain a new operating authority would be opposed. To overcome this obstacle, Trimac purchased Oil and Industry Suppliers Ltd of Winnipeg (Manitoba) in 1964.

## Nationwide service

On May 3, 1968, the McCaigs registered Trimac Transportation System Ltd as a federal company, and it was the first and only highway bulk carrier to offer a service across Canada.

More growth followed as Trimac diversified into other industries, including oil exploration and production. The truck fleet expanded into the United States with the purchase of Liquid Transporters of Kentucky in 1980. With the purchases of Canada's CP Bulk Transport and Ryder Bulk Transporter in the United States in 1990, Trimac Transportation became the largest tank truck carrier in North America.

Trimac spun off its energy exploration and production operation in 1997 as part of a strategy to focus full attention on growing the core transportation businesses. That was followed in 2000 by the decision to take the company private after nearly 30 years of being a publicly traded company. In 2007, Trimac USA repurchased all outstanding shares from equity investor Ontario Teachers Pension Plan.

A strong safety culture earned the tank truck carrier Heil Trophies in the National Tank Truck Carriers' annual safety contest in 2002 and 2007. Trimac also has been recognized as one of the Best Fleets to Drive For and was one of the Top 50 Companies for Women to Work For in Transportation by the Women in Trucking Association.

Trimac has been a Responsible Care Partner in Canada





and the United States since 2013. Trimac also has been recognized as a Smartway Partner by the US Environmental Protection Agency.

## Young 75

For a company turning 75, Trimac is not showing its age. In fact, the bulk carrier has been making significant moves in the transportation industry, harkening back to its innovative roots.

Entrusted with the challenge of preparing Trimac for the future state of the transportation industry, Matt Faure, president and chief executive officer, has implemented a multi-year strategy that would be the foundation for a full company transformation. This included a review of all existing operations, looking for efficiencies, and creating a company that could adapt to the evolving landscape.

“The transportation industry has been slow to adopt new

technology,” Faure says. “Trimac wanted to take a proactive approach to our future, or we would run the risk of being disrupted. In order to create the environment to take advantage of opportunities, we first needed to streamline our business.”

This effort has seen Trimac Transportation modernize and digitize many of its systems, install new ISAAC in-cab devices to improve the driver experience, and develop a comprehensive analytics and reporting structure to better understand its business and identify opportunities.

“The success and speed of this transformation have been the result of our dedicated team,” says Faure. “Our employees are committed to the process and the long-term vision for what Trimac can be.”

## Bulky program

This vision has included innovation such as Trimac’s



recently announced joint development agreement with BASF to create Bulky, a bulk freight consortium that will improve equipment utilization and driver retention by making it easier to find loads. The platform uses machine learning and analytics to most efficiently match the demands of shippers with the capacity of carriers to significantly reduce the amount of “spoiled” driver and equipment capacity in the market.

The transformation also has provided Trimac the ability to pivot to a growth and expansion phase. At the beginning of 2019, Trimac acquired B&B/Bess Transportation, a family-owned carrier in Quebec with a similar history and cultural alignment.

This acquisition signaled that Trimac was a viable option for carriers looking for the benefits of a large-scale company that also has family values.

In April of 2019, Trimac acquired the Canadian truck transportation business of Gibson Energy Inc, which was then re-branded as Trimac Energy Services, providing the hauling of a variety of products, including crude, condensate, LPG, sulphur, asphalt and petroleum coke. The acquisition included 500 trucks and roughly 1,000 trailers, making Trimac Energy Services one of the largest oilfield haulers in western Canada.

“The addition of B&B/Bess and Trimac Energy Services to our large portfolio of North American transportation businesses is a perfect example of how we continue to diversify and expand our business into new markets as part of our strategic plan,” Faure says.

The acquisitions added to Trimac’s existing business of providing bulk transportation, logistics and related services, meeting the requirements of its North American customers.

Included in the family of companies is Bulk Plus Logistics (BPL), which has over 30 years of working directly with Class 1 and Short-Line railroads across North America, and National Tank Services (NTS), which has more than 40 maintenance locations across North America that are committed to providing exceptional maintenance, tank wash and services to commercial customers and servicing its own fleet.

## Virtual reality

Trimac has continued to show that it is willing to take new approaches to how it operates in a variety of areas.

The tank truck carrier developed a virtual reality e-learning pilot program that takes training beyond the classroom without actually living it. Trimac delivers about 3,000 loads per day and about 30% of its drivers’ workday involves

handling product. With virtual reality, drivers can safely experience dangerous product handling situations in a digital environment.

Trimac is committed to reducing its environmental footprint with a number of initiatives, including being a partner in Alberta Motor Transportation Association (AMTA)’s project, the Alberta Zero-Emissions Truck Electrification Collaboration (AZTEC). The project is testing hydrogen as a zero-emissions alternative to diesel for Alberta’s transportation industry.

With commercial transportation accounting for almost 70% of the diesel fuel demand in Alberta, contributing approximately 12 million tonnes of greenhouse gas emissions (GHGs) per year, the AZTEC project will investigate the potential to significantly reduce both GHGs and airborne pollutants from commercial transportation.

Trimac also is a member of the Smartway Transportation Partnership—a voluntary program that encourages best practices in freight supply chains in Canada. Through such commitments, Trimac has piloted the use of solar panels on trucks and explored the use of electric trucks in the future.

Trimac also launched an innovative online recognition program in 2019 called All Stars. The program provides team members a way to acknowledge and celebrate one another for safety and going the extra mile in a social media-style setting. This peer-to-peer recognition builds upon and enhances the culture that has made Trimac a success.

## 75th celebrations

With the company celebrating 75 years in the business in 2020, Trimac had planned three months of celebrations beginning in April. However, as with many other scheduled events, COVID-19 has necessitated postponements until it is safe to return to business as usual.

“We want to acknowledge those who have contributed to Trimac’s 75 years of success,” says Jeff McCaig, Trimac’s Chairman of the Board, and grandson of Jack McCaig. “The kickoff event will allow us to reflect upon our history and highlight our current and former employees, along with our valued customers and vendors.

“It’s amazing that we have reached this milestone, and I know that my grandfather and father would be very proud of their legacy. Tens of thousands of people have connected through Trimac over the last 75 years, and each one has added to the fabric of our culture. I hope that Trimac has also assisted them in achieving their goals in their own personal journey.”



**1945 - 2020**

Very few companies achieve 75 years of operation. It speaks volumes about the foundation that the McCaig family has built for Trimac,” says Faure.

“There have been many changes to the industry and significant economic challenges over the years, as we are seeing right now with COVID-19. It is truly an achievement and reflects positively upon all those who have been a part of this 75-year journey.”

Looking ahead toward the next 75 years, Faure says: “Obviously COVID-19 has created uncertainty for everybody, but with the foundation the McCaig family have built, we are well-prepared to weather the storm. We will continue to build on the company’s deep history of innovation, while maintaining a connection to our core values of service with safety.”

“The tradition of family will never change at Trimac, and with more than 100 branches and 3,500 employees throughout North America, Trimac is proud to be connected to the communities we operate in.”

## A brief timeline on the history of Trimac

1945 – J.W. McCaig and his partner Al Cameron establish Maccam Transport in Moose Jaw, Saskatchewan.

1954 – Jack McCaig and his three sons establish a new company, Redi-Mix Concrete Limited. The company opens plants in Moose Jaw, Regina and Saskatoon during the next five years.

1960 – A new holding company, Trimac Limited, is formed and named for the three McCaig sons, Bud, Roger, and Maurice.

1961 – Trimac purchases Calgary based H.M. Trimble & Sons, an established trucking company with operations in Alberta and British Columbia. Bud McCaig becomes president of Trimble and moves to Calgary to manage the expanded trucking operations.

1964 – Trimac purchases Winnipeg based Oil and Industry Suppliers Limited.

1967 – Trimac purchases Municipal Tank Lines Limited of Ontario. That same year, the various trucking companies begin operating under the name Trimac Transportation.

1968 – The company is granted Interstate Commerce Commission authority to operate between Canada and the U.S.

1969 – Trimac acquires Adby Transport Company of Edmonton and J. Kearns Transport of Regina.

1970 – MBI Data Services, an information systems group, is formed to serve the information technology needs of the Trimac Group of companies.

1971 – In November, Trimac Limited becomes a public company with the issuance of 400,000 common shares. During that year, Trimac acquires Rentway, a Calgary based truck rental and leasing company. Rentway operates branches in Edmonton, Calgary, and Toronto. In December, Trimac purchases Dominion Waste Management.

1973 – Trimac and Canadian Industries Limited (CIL) of Montreal merge their waste disposal business as Tricil.

1976 – Trimac expands into the energy services, purchasing a 48 percent interest in drilling contractor Kenting Limited; the remainder of the company is acquired in 1977.



1978 – Trimac begins investing in the exploration for, and development of, oil and gas reserves with the formation of Tripet Resources.

1980 – Energy services expand into the U.S. with Trimac’s acquisition of the Cactus group of drilling companies. In the same year, the trucking operations also expand south of the border with the purchase of Liquid Transporters of Kentucky.

1982 – Purchase of Quality Service Tank Lines of San Antonio, Texas is completed.

1986 – Trimac Transportation, in partnership with Saskatchewan’s Lac La Ronge Indian band, creates Northern Resource Trucking.

1988 – Universal Transport Inc., of South Dakota and its subsidiary, Les Calkins Trucking of California, are added to Trimac’s U.S. operations.

1989 – Trimac acquires BOVAR Inc. as well as, acquiring BOVAR’s three drilling companies, Hi-Tower, Sedco and Apollo Drilling.

1990 – The purchase of CP Bulk Transport makes Trimac

Transportation the number one bulk carrier in North America. Acquisition of Alabama based Ryder bulk Transportation is completed.

1993 – Purchase of Pacific Trucking of Seattle, Washington is completed.

1996 – Purchase of Bartlett Transport Limited, Rathwell Transportation Inc. is completed.

1997 – Kenting Energy Services spun out in February 1997, allowing Trimac Limited to focus on the growth of our core transportation businesses.

1997 – Purchase of Coastal Bulk Transport Limited, Brunswick Bulk Transport Limited, Quinnsway Bulk Transport Limited, Brunswick Bulk U.S.A., L & R Transport Limited, and Richardson Transport Limited are completed.

1998 – Trimac Logistics purchases of SAI Consulting, based in Ponte Vedra Beach, FL.

1999 – Purchase of Amer-Liquid Transport is completed to expand growth, servicing Mexico.

2000 – Purchase of DSI Transports Inc. based in Houston, TX



(closed Jan 17, 2000)

2000 – Rentway sold to Penske Truck Leasing (September 1, 2000).

2000 – After nearly 30 years of being a public company, Trimac goes private (November 24, 2000).

2001 – Combined Chemical Division and DSI Transports into one Division, U.S. Chemicals (April 9, 2001).

2002 – Purchase of Ellsworth Motor Freight, Tulsa, Oklahoma.

2002 – Changed name of logistics company to Bulk Plus Logistics.

2004 – Sold Cage Logistics, Calgary, Alberta.

2005 – Formation of the Trimac Income Fund.

2005 – Re-organization into Canadian and U.S. operating entities.

2005 – Trimac Canada purchased Energy Transportation Inc. from Superior Propane (December 2005).

2006 – Trimac Canada purchased JeffBrett Enterprises (JBE) based in Dundas, ON (October 1, 2006).

2006 – Trimac reorganizes U.S. operations under one business unit titled Trimac USA.

2007 – Trimac USA purchased KFJ Trucking, based in Cleveland Utah (April 1, 2007).

2007 – Trimac Canada purchased Ken Angeli Trucking (KAT) based in Kamloops, BC (April 30, 2007).

2007 – Trimac U.S. repurchased all outstanding shares from the equity investor Ontario Teachers Pension Plan.

2007 – Trimac U.S. purchased Logistics Express, based in Orange, California (June 1, 2007).

2007 – Trimac Canada purchased Logistics Express in Edmonton, AB (June 1, 2007).

2007 – Trimac Canada purchased Fergusson Transport, based in Belleville ON (December, 2007).

2008 – Trimac Canada purchased Canamera Carriers, based in Yorkton SK (December 2008).

2009 – Trimac Canada purchased Climar Ventures Ltd, based in Saskatoon SK (April 2009).

2009 – Trimac Canada purchased L&C Construction Ltd located in Pasadena NL (August 2009).

2009 – Trimac Holdings purchased StarTrans Inc, based in Holly Hill, SC (November 2009).

2010 – Trimac Canada purchased GH Transport Ltd located in Calgary AB (April 2010).

2011 – Trimac U.S. purchased Trimac Dry Bulk Group from Trimac Holdings (December 31, 2011). Trimac Canada acquisition of Benson Tank Lines is completed (June 2011)

2012 – Trimac U.S. purchased two tank wash facilities from Fleet Operations Inc. in Charlotte, NC and Duncan, SC (December 15, 2012). Trimac Canada purchased Liquid Cargo Lines, based in Mississauga, ON (July 30, 2012). Trimac Canada purchased interest in Fortress Transport Inc. Trimac purchased interest in Northern Resource Trucking (February 2012).

2013 – New Dawson Creek, BC facility opens (September 2013). Trimac becomes a Responsible Care Partner in Canada in 2013. Along with our US operations, which is a long-standing Responsible Care partner, Trimac is the only North America-wide carrier that is a Responsible Care member (July 2013). For the third year in a row, Trimac was recognized as one of the Best Fleets to Drive For (February 2013).

2014 – For the fourth year in a row, Trimac was recognized as one of 20 companies across North America awarded the 2014 Best Fleets to Drive For by the Truckload Carriers Association (TCA) (February 2014).

2015 – Trimac Transportation sells interest in Harris Transportation (Q3 2015).

2018 – Trimac was listed as one of the Top 50 Companies for Women to Work For in Transportation by the Women in Trucking Association (WiT).

2018 – HR Trucking Canada Top Fleet Designation

2019 – Trimac was once again listed as one of the Top 50 Companies for Women to Work For in Transportation by the Women in Trucking Association (WiT). Trimac's Branch Managers Tracy Bird and Mezzalina (Lina) Dejongh were also listed in Top Women to Watch in Transportation listing.

2019 – Trimac Transportation acquires B&B/Bess Tank Lines.

2019 – Trimac Transportation acquires Gibson Energy Transportation Ltd.

2020 – Trimac celebrates its 75th anniversary.



Trimac is committed to safe and healthy operations for all Trimac personnel, our customers, and the communities where we operate.

We continuously strive to improve our safety performance with a goal of zero incidents.

These are our Safety Commitments:

- **I make safety part of every decision**
- **I make safety personal**
- **I have the courage to intervene**

Wherever we are and whatever we are doing, we all share responsibility for maintaining a safe and healthy workplace.

We ensure this through continuous training and certification, and by supporting a culture of safety.

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