

2025 Q1 National Employment Snapshot

Trucking and logistics sector
unloads 25,000 jobs in first
quarter of 2025



Summary

Trucking HR Canada's most recent labour market data shows significant changes in our labour force, painting a picture of the industry's current state.

In the first quarter of 2025, employment across the trucking and logistics industry decreased by a staggering 25,000 positions compared to the same period in 2024.

Interestingly, none of these lost jobs were truck drivers.

While job losses at this magnitude are not unprecedented — significant job losses incurred in Q1 2021 (26,800) and even higher in Q1 2023 (68,200) — this is the first time the industry has seen job losses that did not include truck drivers.

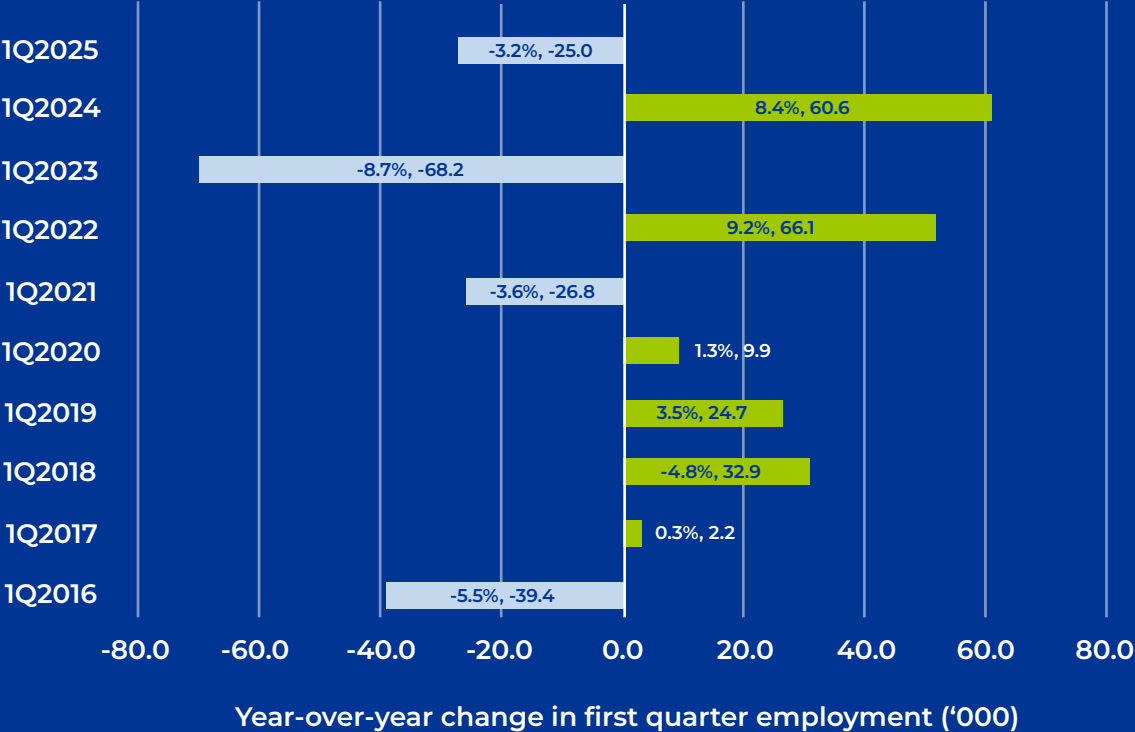


How does this compare to the Canadian economy?
The average across all industries in Canada was a 1.9% increase in Q1 2025.

Significant employment losses were seen in other roles in trucking and logistics:

- Management, administration, finance, and HR-related occupations collectively dropped by 17% or 16,400 jobs.
- Shippers and receivers experienced a decline in employment by 6,900 positions or 6.7%
- Courier and delivery drivers saw a reduction of 3,600 jobs or 3% year over year

Year-over-year change in Q1 employment (% and '000),
Canadian trucking and logistics
Q1 2016 to Q1 2025



Source: Trucking HR Canada, Statistic Canada, Labour force survey, custom data request, May 2025.

Compared to other occupations, the employment of transport truck drivers increased marginally by 1.5% or 4,800 workers.

Despite the slight uptick in truck drivers, the overall unemployment rate within the sector and the transport truck driver occupation remained relatively stable in Q1 2025 compared to the previous year. However, the number of unemployed workers in the sector declined by 22,100 or 2.7%, while the number of unemployed truck drivers increased by 1.6% or 5,500.

A decrease in both employment and unemployment means the total supply of labour is decreasing. This could be because people are dropping out of the labour market altogether or that they are leaving trucking and logistics for jobs in other sectors.

The unemployment rate for transport truck drivers stayed roughly the same but the number of unemployed drivers increased slightly (as did employment), indicating an increase in the supply of drivers.

As the only national, non-profit, workforce development council for the trucking and logistics sector and its most trusted source of labour market information, Trucking HR Canada will continue to monitor workforce impacts on our sector, informing programs that can help employers.



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