



Container Trucking Services Licence Truck Tag System Consultation

Call for Submissions

Background

Part 7 of the 2014 Joint Action Plan committed the Vancouver Fraser Port Authority (VFPA) to a restructuring of the Truck Licensing System (TLS) Program. The goal of the new TLS Program was designed to create a more stable container trucking industry and was to include:

- a. Greater accountability on trucking companies to comply with rate and employment agreements;
- b. Charges on trucking companies which were used to fund the modified licensing system and enhanced compliance regime (on a cost recovery basis) as well as contributions to GPS and optimization technology;
- c. Implementation of a security deposit or bonding program for trucking companies; and
- d. Control over the total number of trucks approved to access port marine container terminals to avoid a surplus and support the goals of the action plan.

Through reform, the regulatory structure of the container trucking industry servicing the Port of Vancouver changed from a combination of VFPA issued company licences and Independent Operator (I/O) driver permits to a new Access Agreement issued by VFPA and a new Container Trucking Services Licence issued by the Container Trucking Commissioner, – both only to be held by container trucking companies. I/Os are now sponsored by and joined to licence and access agreement holders, respectively, and are granted access to the Port of Vancouver through these arrangements.

Issue

The allotment and movement of Truck Tags under the licences continues to be an issue of focus in the industry. Licensees have raised concerns with the Office of the BC Container Trucking Commissioner (OBCCTC) that they are restricted in making decisions regarding sponsorship termination due to the loss of a Truck Tag which is associated with their Licence. I/Os have raised concerns about their ability to change sponsors.

Under the existing Container Trucking Services Licence Sponsorship Agreement, if the Sponsorship Agreement is terminated by an I/O, the associated Truck Tag is retained by the Licensee (and must be filled within 45 days). Conversely, an I/O whose Sponsorship Agreement is terminated by a Licensee has 45 days to move with the Truck Tag to an alternate sponsor.

Terms of Reference

The objective of the OBCCTC is to structure a Truck Tag management policy which:

- Facilitates reasonable I/O movement to available work;
- Incorporates performance metrics when determining a Licensee's Truck Tag allotment; and
- Respects VFPA's container truck requirements.

The OBBCTC is examining the current operation and options for reform of the Container Trucking Services Licence Truck Tag system based on these principles. In particular:

- the positive and/or negative impact of Section 8 of the Container Trucking Services Licence Sponsorship Agreement on Independent Operators;;
- alternative arrangements to enable movement of Independent Operators between companies without increasing the overall size of the fleet while ensuring adherence to existing VFPA truck standards including environmental requirements; and
- the Office of the BC Container Trucking Commissioner's use of performance metrics and demonstrated business need when assessing the issuance of Truck Tags.
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The OBCCTC calls for written submissions addressing one or more of the terms of reference noted above. The closing date for submissions is March 1, 2017.

Please provide your written submission to the OBCCTC at the following email address:
Registrar@obcctc.ca