



Industry Advisory Committee (IAC) Notes of Discussion

Wednesday, September 13th, 2017

9:30 am to 11:15 am

North Delta Rec Centre

11415 84th Avenue, Delta, BC

In Attendance:

John Bourbonniere	Harbour Link Container Services
Rex D'Souza	Prudential
Sharn Gill	HAP Enterprises Ltd.
Paul Johal	Unifor (Alternate)
Kellie Kopeck	Damco Distribution
Chris Locher	Locher Evers International
Matthew May	Pro West Transportation
Frederic Moussette	Canadian Tire
Greg Rogge	Port Metro Vancouver
Adrian Samuel	Coast 2000
Michael Crawford	OBCCTC; Chair
Karm Jauhal	OBCCTC

Regrets:

Laurie Kravski	West Fraser Forest Products
Dave Lucas	Coast 2000 (Alternate)
Gavin McGarrigle	Unifor
Maksim Mihic	DP World
Robert Neild	Loblaw
Larry Sargeant	Teamsters
Gagan Singh	United Truckers Association
Marco Dekovic	GCT Terminals (Alternate)
Eric Waltz	GCT Terminals

The meeting was called to order at 9:32 am

1. Commissioner's Update

The Deputy Commissioner provided a brief update. Before Commissioner MacPhail left, he delegated all his authority to the Deputy Commissioner in order to continue operations at the Office of the BC Container Trucking Commissioner (OBCCTC) until the BC Government selects a new Commissioner.

2. Truck Tag Report Recommendations - Discussion

The Cascadia report has been published and is available on our website. We have scheduled a meeting with Labour to discuss the report. We are seeking the IAC's feedback today.

The floor was opened to discussion, feedback and thoughts on report and recommendations put forth;

- An IAC member pointed that from a licence holder perspective; this is a very good report. The consultants listened to everyone and everyone understands that mobility of drivers is important and a few things need to be expanded on. The member also pointed that on a positive note, it was very good that the OBCCTC has asked for feedback to prevent having to visit this issue again.
- It was pointed out that there is already a shortage of good qualified drivers and a while a lottery system makes sense on paper, it may not make sense in reality. The Deputy Commissioner pointed out that a lottery system to add more I/O's to an approved list, if required, was the most equitable way to increase the supply of I/O's. The Deputy Commissioner indicated his concern that simply opening the list to a flood of new I/O's could lead to a situation where there was not enough work for all I/O's in the system.
- It was mentioned that mobility is ok, but right now the I/O's feel they don't have mobility because of truck age, can we get rid of truck age.
- Member pointed out that we need to look at the entire fleet and look at the investments that the company makes with the drivers; there should be an opportunity for the company to add company fleet trucks.
- There has been a resistance to add I/O's and company's made start to add company trucks.
- Can something be designed that has flexibility and can review as needed, say 6 months?
- Another member advised that they are not a fan of a pool or a moratorium but the companies have a responsibility to keep a balance and only they know when they need to add drivers or decrease the number of tags they have based on their business needs.
- The environmental requirements will be there, but we can look at making adjustments just as having a time period (ie 60 days or 90 days) for the truck age.
- The OBCCTC will work with the shareholders to determine what the pool is going to look like and how it's going to be monitored and have a process that is fair, have a mechanism in place that will allow movement/change. The Deputy Commissioner is concerned that I/O's may sit in the pool for some time yet not be available for work.
- Can the I/O move from one sector to another (groceries to drayage)? We will need to look at the total number of trucks that service the gateway and have the flexibility to add more if and when needed.

- It was proposed that in the pool, there can always be a number of “inactive members” that are available to fill the flux and if the pool dips lower, than there can be an application process to add additional members to the pool.
- The pool should be market driven.
- It was suggested that the OBCCTC also look at the scorecards and see if you in the bottom say 20 and are there for more than xx number of months, then there is a chance to lose your tags.
- It was recommended to have portable GPS (ie if a fleet truck is not available and the company needs to bring in a loaner/ or lease a truck) the company should be able to flip the switch and have the temporary truck operational with a quick turnaround time.
- Having a “grey fleet” is a good idea, the trucks can be pre-approved/ pre-registered and be able to replace a truck that is down quickly.
- Scorecards need to look at utilization against the entire fleet and against the fleet used. (You have 100 trucks, but only 90 are available and you only use 80) look at why?
- Companies should have the ability to purchase other companies and bring the new trucks/ infrastructure into their current structure. They should be able to blend the 2 together once the OBCCTC has approved the change.
- Can the OBCCTC assist in working with the terminals to solve the issues that the companies face in reservations, as companies can schedule more double ended moves and this would reduce the amount of trucks, less staff, less traffic and less congestion at the terminals. The whole process would be more efficient.
- Can a committee be formed that will be able to take these concerns to the terminals?

3. Other Business

A committee member asked what the status of the Audits are:

- 37 companies are currently under audit but majority of them are the smaller companies.

4. Next Meeting – Date and Time

Next meeting date for IAC - TBA

Meeting adjourned at 11:13 am