



TEAMSTERS LOCAL UNION No. 31

AFFILIATED WITH TEAMSTERS CANADA AND THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS
#1 GROSVENOR SQUARE, DELTA, BC V3M 5S1

February 20, 2020

Sent via e-mail: registrar@obcctc.ca

Michael Crawford
Container Trucking Commissioner
Office of the Container Trucking Commissioner
1085 Cambie Street
Vancouver, BC V6B 5L7

Dear Mr. Crawford:

Re: 2020 CTS License and Truck Tag System Consultation

Here are the recommendations of Teamster's local 31 CTS license reform:

- **Tag Management:** the union agrees that there are too many trucks for the amount of work and the companies should be accountable for how many trucks they have working. The problem is, if there is only work for 15 trucks on any given day, the companies are still bringing in all their trucks. When this happens, trucks are waiting for 3 to 4 hours between delivery times, this is because the companies are not accountable for how long or how many trucks are sitting at any given time. To make the companies accountable, we say pay an hourly rate for all time worked. The companies would then have to manage the trucks so there is less nonproductive time, and the companies are then accountable for bring in more trucks on a slower day.
- **TLS Tag Application Process:** The companies should have to show that they are following and understand the NSC regulations as that is a big safety concern.
- When a company is forced to use outside cartage for more than 30 days, under the Teamsters Collective Agreements the company should be hiring those drivers, therefore they should also then have the ability to get more tags. Under the Teamsters Collective Agreements we have clauses for seniority and contracting out. In no way should the TLS be circumventing any of the Teamsters collective agreements.

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MANDATORY CRITERIA

- **Declared Driver:** companies that are in the Union and have non port trucks as well as port trucks, should have the right to work the non-port trucks at the port before the companies use trucks from the pool. To not allow this, goes against are Collective Agreements effecting the seniority and contracting out.
- **Union Affiliation:** The Commissioner should not override the Unions Collective Agreements with regards to **seniority**, as well as other points listed in the submission.
- **Workers Compensation:** companies should show proof that they are paying the mandatory WCB premiums and not the company drivers or the dependent owner-operators.
- **TLS Truck Tags Business Plan:** when companies are under a Teamsters Collective Agreement they should have the ability to use all of their own available drivers, or owner operators to do port work rather than use outside owner operators from the driver's pool that have tags. Without this ability what happens is, you have union drivers on lay-off and non-union drivers doing union work. This will also have Teamster companies utilizing their tags and drivers as per our Collective Agreement and the port mandate of cutting down on unutilized trucks.
- **Independent Operator List:** having a list of pool drivers goes against union contracts when a company that has both port and non-port trucks. The problem is, port drivers can do non port work when it is slow, but a non-port driver in the same company can't do the port work. When companies are forced to hire from the outside, this then circumvents seniority in our Collective Agreements. If a company needs more drivers on the fleet for port work, the non-port driver should get the first opportunity within the company.
- **Company drivers:** the hourly rate of pay should have a 3% increase in each year, in addition to these wage increases, drivers should have medical benefits (health & welfare plan) paid by the company.
- After 8 hours work, the drivers should get overtime at time and a half.
- **Dependent Operators:** I/O's should be on the hourly at \$59.03 then July 1, 2020 at \$64.00 then January 1, 2021 at \$70.00, in addition to these increases I/O's should have medical benefits (health & welfare plan) paid by the company. Then every year starting January 1, 2021 should be a 5% increase each year.

Sincerely,



Larry Sargeant
Business Representative